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1886

SKETCH BOOK
OF
SUFFOLK, VA.

ITS
PEOPLE AND ITS TRADE.

ILLUSTRATED

Edward Pollock

COMPLIMENTS OF

See Page

SKETCH BOOK
OF
SUFFOLK, VA.

ITS
PEOPLE AND ITS TRADE.


ILLUSTRATED

FROM PHOTOGRAPHS BY PARKER & HARRELL, SUFFOLK.

BY
EDWARD POLLOCK,
PUBLISHER OF

"HISTORICAL AND INDUSTRIAL GUIDE TO PETERSBURG, VA."
"SKETCH BOOK OF DANVILLE, VA.;
ITS MANUFACTURES AND COMMERCE," ETC., ETC.

PORTSMOUTH, VA.:
PRINTED BY FISKE & PURDIE.
1886.



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m. m. c. 1877

PREFACE

The compilation of this little volume has afforded me unmixed pleasure, inasmuch as it has been the means of laying open before me a new and interesting page of Virginia's glorious history, and of gaining for me the acquaintance of a thriving, happy and virtuous community.

The object of the work is to present to the outside world an accurate sketch of Suffolk as she appears to-day, together with a brief account of such events as, from time to time, have assisted in shaping her destiny, and such information relating to her trade and industries as, in my judgment, will prove of interest to the average reader.

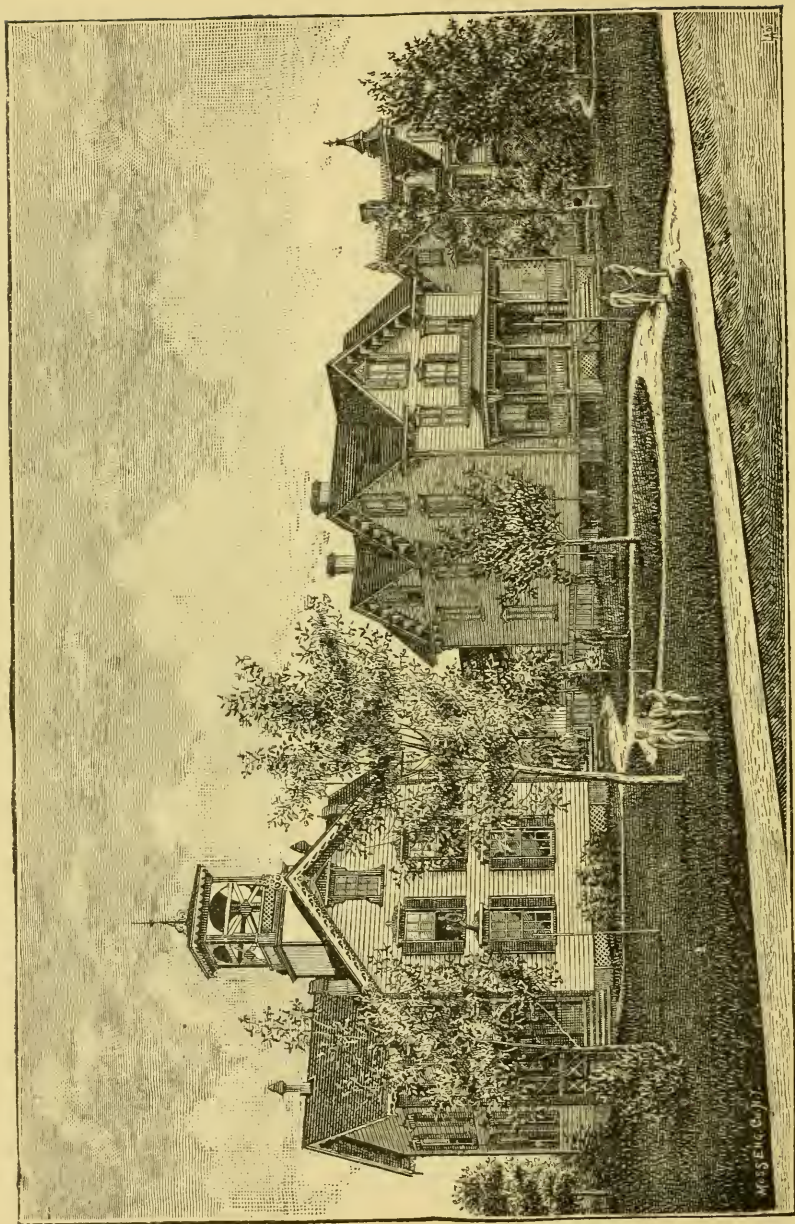
In this I have endeavored throughout to be strictly faithful to facts, many of which have been gleaned from the files of the "Suffolk Herald," to the editor of which excellent newspaper, as to all other coadjutors who have kindly given me their aid—whether in the form of counsel, encouragement or material support—I now tender my sincere thanks.

That the book may accomplish its desired purpose and prove abundantly instrumental in furthering the commercial and social interests of Suffolk and her enterprising citizens, is the earnest hope of

Their grateful servant,

EDWARD POLLOCK,

Suffolk, Va., June 7th, 1886.



SUFFOLK MILITARY ACADEMY—See page 20.

SUFFOLK

1886.

DESCRIPTIVE.

THE TOWN OF SUFFOLK lies in Nansemond County, Virginia, of which it is the County Seat. It enjoys exceptional advantages as a business centre and distributing point, being situated on the main lines of the Seaboard & Roanoke and the Norfolk & Western Railroads, and being itself the northern terminus of the Suffolk & Carolina and the Suffolk Lumber Company's narrow gauge lines, both of which penetrate the rich agricultural and timber lands for which this portion of Eastern Virginia and the adjoining counties in North Carolina have long been famous. Suffolk, moreover, is situated at the head of navigation on the Nansemond River, which is sufficiently deep at this point to admit vessels drawing fourteen feet of water.

Until comparatively recent years the chief trade of Suffolk consisted in tar, turpentine, shingles and staves, which were transported by canal from the neighboring Dismal Swamp, and re-shipped at the Suffolk wharves to the numerous markets of the Atlantic coast, at which they were formerly in brisk demand.

At that period of her history, the Town lay principally on the lower land adjoining the river, but after the opening of the railroads and the great fire of 1837, the business gradually sought a higher level, and its largest stores and handsomest residences are now a mile inland from its original site, and conveniently placed between the depots of the Seaboard & Roanoke and the Norfolk & Western Railroads.

As seen from either of these lines, there is very little to indicate to the traveller the size, importance or beauty of the Town. It is, therefore, with no small surprise that the visitor, a few minutes after his arrival, finds himself in the midst of thriving industry and progressive prosperity, as demonstrated by busy streets, handsome stores, graceful churches, fine schools, elegant residences, active mills and factories, and other unmistakable evidences of commercial and social welfare. The population of Suffolk in 1856 was 1,200; in 1883, 1,963, and is now estimated at not less than 3,000. There are six churches, a fine Academy of Music, and four flourishing educational institutions in the Town, besides the public and several private schools. Two regular Steamboat Lines afford daily connection with Norfolk and the Landings on Nansemond River.

GEOGRAPHICAL.

The County of Nansemond is 34 miles long by an average width of 12 miles. It is bounded on the North by Hampton Roads; on the East by Norfolk County, the Great Dismal Swamp and Lake Drummond, a portion of which is within its limits; on the West by Isle of Wight and Southampton Counties and on the South by the boundary line of North Carolina.

The Town of Suffolk, which occupies a nearly central position in the County, is distant from Portsmouth 17 miles, *via* the Seaboard & Roanoke Railroad; from Norfolk 23 miles, *via* the Norfolk & Western Railroad; from Petersburg, 58 miles, and from Richmond, 80 miles.

The Suffolk Lumber Company's Railroad connects it with



WASHINGTON SQUARE, LOOKING EAST.

Kittrell's Church, N. C., and the Suffolk & Carolina Railroad, with Sunbury, N. C. Both the last named lines have extensions in contemplation, and will no doubt before long open up direct communication with the rivers and sounds of North Carolina. Twenty-six miles from Suffolk the Nansemond

SEABOARD & ROANOKE
RAILROAD
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QUICKEST AND MOST DIRECT ROUTE TO

CHATTANOOGA, VICKSBURG, MOBILE,
DECATUR, ATLANTA, MONTGOMERY,
NASHVILLE, BIRMINGHAM, NEW ORLEANS,
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CHAS. G. EDDY,	A. POPE,	W. B. BEVILL,
<i>Vice President.</i>	<i>Gen'l Fgt. Agt.</i>	<i>Gen'l Pass. & Tkt. Agt.</i>

River flows into Hampton Roads, at the confluence of the James and Elizabeth Rivers. It will be seen, therefore, that Suffolk enjoys every conceivable facility, by land and water, for cheap and rapid transportation to every point in the United States, and consequently offers unequalled advantages for the establishment of industrial enterprises.

SANITARY.

The climate and situation of Suffolk are exceptionally favorable to health, as is shown by the low rate of mortality, which is estimated, after a close investigation of all available facts, at the low average of sixteen per one thousand inhabitants, per annum, as also by the longevity and generally robust appearance of the population. While some portions of tide-water Virginia are undoubtedly subject to malarious influences, owing to their low level and marshy surroundings, this charge cannot be brought, even remotely, against Suffolk, which is "built upon many hills," possesses a perfect system of natural drainage, and—to use the words of an English traveller who wrote his impressions of the Town as early as 1784—"Stands on a soil so very sandy that in every step in the street the sand comes above your ankles, which renders it extremely disagreeable." It is almost superfluous to state here that the discomfort thus complained of has long since disappeared under the treatment of efficient town-surveyors. The station of the Norfolk & Western Railroad at this point is 46 feet higher than its station at Norfolk, or that of the Seaboard & Roanoke Railroad, at Portsmouth. The hills upon which the town is built yield excellent spring water in abundant quantities, and this supply

will shortly be supplemented by a regular system of pipes from Lake Kilby, a mile distant, where Water Works are already in course of construction, as shown in one of our illustrations. In the matter of temperature Suffolk is also extremely fortunate, being near enough to the equator to escape severity of cold in winter, and not far enough removed from the ocean to suffer from excessive heat in summer. The fact that Suffolk has always been the home of largely attended educational establishments, with pupils from many States beyond Virginia's borders, is strong testimony in itself to the salubrious nature of her climate. Being almost exempt from the searching North-east winds, which are found so trying, even to the healthy, in some less favored localities, Suffolk offers an excellent sanatorium for invalids during the winter months.

AGRICULTURAL.

The country by which Suffolk is surrounded is liberally watered, the middle and northern portions of the County being traversed by the Nansemond River, and the southern and western portions, by the Blackwater and other tributaries of the Chowan. The land is slightly undulating and the soil rich, especially along the river "bottoms." The principal agricultural products of this district are corn, oats, wheat, cotton and peanuts, the last named crop having to some extent superceded tobacco, which in former days was cultivated with fair success, and is still grown occasionally. The area of the County is 398 1-5 square miles, or 254,842 acres, which has an average assessed value of \$6.46 per acre. Enormous deposits of marl are found along the river bottoms and on the margin of the

JAMES R. BAKER,
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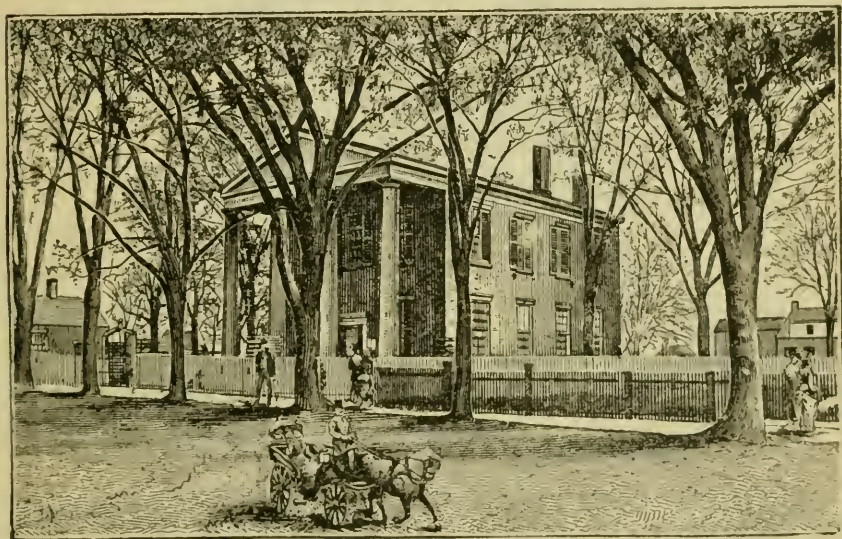
JAMES R. BAKER'S NEW STORE.

Dismal Swamp, while the Swamp itself yields exhaustless quantities of juniper, cypress, gum, ash, maple and pine. Vegetation of all kinds is four to six weeks earlier here than in New Jersey, and our out-door crops, especially early fruits and vegetables, command the highest prices in the Northern markets. Farm lands, all through the district of which Suffolk is the centre, show each year a steady increase in value, and the area under cultivation is rapidly spreading.

HISTORICAL.

AS THE HISTORY OF SUFFOLK—like that of every other American Town—is inseparable, in its early pages, from that of the whole Continent, it will not be necessary, for the purposes of our modest SKETCH BOOK, to inflict upon the intelligent reader the familiar story of the great navigators, Columbus, Cabot, Amadas, and the rest—not to mention the still more remote, and still less authentic Madoc—nor need we recount the virtues of the aboriginal tribes, to-wit: the Susquehanocks, Pamaunkees and Chickahominies, with their noble chieftains, Winginia and Granganameo, Powhatan and Opechankanough—distinguished alike for the euphony of their names and the simple amiability of their dispositions; still less desirable would be the vain attempt to clothe the touching narrative of Pocahontas with some new-found element of romance, or to enlarge upon the thrilling adventures and “hair-breadth ’scapes” of the great original Anglo-American John Smith! Suffice it

to say that these worthy people certainly lived and flourished, somewhere in this neighborhood, and at a period not many centuries prior to the birth of Suffolk's present "oldest inhabitant"—that is, if history and tradition are as trustworthy as some people seem to think.

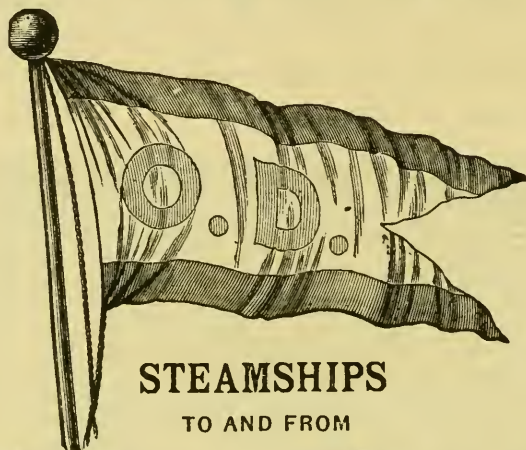


COURT HOUSE, CLERK'S OFFICE AND JAIL.

DIVISION OF VIRGINIA INTO SHIRES.

The first historical event in which the Suffolk people of to-day may reasonably be supposed to feel any special interest, was the division of the Colony of Virginia, in 1634, into eight "Shires," with only one of which—first called Warrosquoake, afterwards Isle of Wight—we have anything to do. These shires were to be governed like their English prototypes;

OLD DOMINION STEAMSHIP COMPANY'S LINES



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OLD DOMINION, RICHMOND.**

Passenger Steamers leave NORFOLK for NEW YORK at 6 P. M., every Monday, Tuesday, Wednesday, Thursday and Saturday, and leave NEW YORK for NORFOLK at 3 P. M. every Tuesday, Wednesday, Thursday and Saturday.

FOR RICHMOND—Steamers leave NORFOLK every Sunday, Wednesday and Friday Nights, arriving at RICHMOND next morning.

Steamers NORTHAMPTON, LURAY and ACCOMACK, sailing daily, except Sunday, run a regular morning and afternoon schedule between Norfolk, Old Point, Hampton, Newport's News, Smithfield, Nausemond River and Suffolk, and make tri-weekly trips to Cherrystone, Matthews, Poquosin and Ware Rivers.

Steamers leave Norfolk for Cherrystone and Poquosin River every Monday, Wednesday and Friday A. M., and for Matthews and Ware River every Tuesday, Thursday and Saturday A. M.

For Newberne and Washington, N. C., and Points on Neuse, Trent, Tar and Pamlico Rivers—Steamers SHENANDOAH and NEWBERNE leave Elizabeth City, N. C., every Monday and Thursday, connecting with trains of the Norfolk Southern Railroad.

For further information apply to

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Agents, Suffolk, Va.

CULPEPER & TURNER,

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QUICKEST PASSENGER AND FREIGHT ROUTE BETWEEN THE NORTH AND SOUTH



Passenger Steamers leave daily, Sundays excepted, from Portsmouth at 5.45 and Norfolk at 6.30 P. M., touching at Old Point.

Close connection made at Baltimore with

FAST EXPRESS FOR PHILADELPHIA AND NEW YORK,

in ample time to connect with all Sound

lines of steamers and all lines for Boston and the East.

Close connection also made at Baltimore for Washington and the West.

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Through BAY LINE EXPRESS from New York to Baltimore
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For further information, apply to.

**L. W. THOMAS, AGENT,
PORTSMOUTH, VA.**

lieutenants were to be appointed, whose special duty it should be to keep a wary eye and a heavy hand upon the hostile Indians. Sheriffs, sergeants, bailiffs and other officials were to be elected for the purposes of enforcing the law and administering the local government.

NANSEMOND COUNTY SET APART.

In the year 1639, five years after the establishment of Warrosquyoake as a shire, the latter was subdivided into Counties, one of which was named Upper Norfolk. This name was changed in 1645-'6, by an act of the Assembly, to Nansimum, which subsequently appears under a variety of spellings, as Nandsamund, Nanzemund, Nansemum and Nansemond, until finally it assumed its present form of Nansemond. During a short period—from 1657 to 1661—the original name of Upper Norfolk was resumed—possibly with a view to affording an opportunity for reconciling the differences of opinion as to the correct orthography of the less simple appellation. The population of the County in 1840 was: white, 4,858; slaves, 4,530; free colored, 1,407; total, 10,795. In 1883 it had increased to 15,903, of whom 7,728 were white and 8,175 colored. The value of real estate in the County in the last named year was estimated at \$1,647,562.50, and of personal property, at \$910,437.50. There are now seventeen Post-offices in the County.

THE DIVIDING LINE.

As the Eastern portions of Virginia and Carolina became gradually appropriated and settled, much and frequent controversy between the two local governments had resulted from the

fact that the dividing line between these two Colonies had never been very clearly defined. In order to remedy this evil, the respective Governors, with the consent of the Crown, appointed a joint commission to survey and delimit a boundary, which should finally settle the disputed points upon equitable princi-



METHODIST EPISCOPAL CHURCH.

ples. On this Commission Virginia was represented by Col. William Byrd, (of Westover), Richard Fitzwilliam and William Dandridge. The Carolina Commissioners were Christopher Gale, John Lovewick, Edward Mosely and William Little. These gentlemen, with their surveyors, a chaplain and a score

Suffolk Military Academy

SESSION 1886-1887

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(See Frontispiece Illustrations)

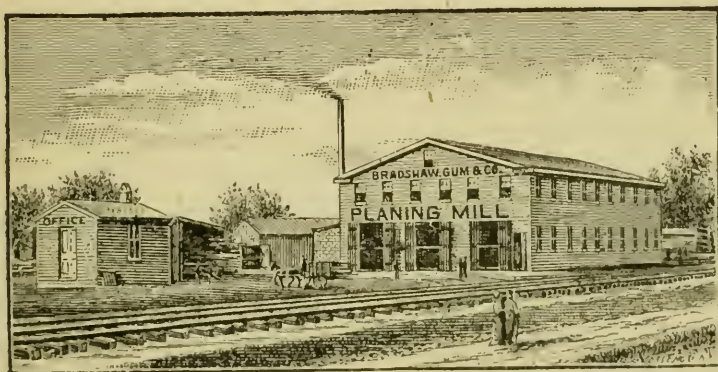
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~~~~~  
Suffolk, Va.

of attendants, met at Coratuck on March 5th, 1728, and pursued their labors until November 22d following when the Dividing Line, as now known, had been surveyed and mutually accepted. The complete story of this expedition, as told by Colonel Byrd in his *Westover Manuscripts*, abounds with incident and anecdote, and will be found highly entertaining and instructive. For the purposes of this SKETCH BOOK, however, it is only necessary to refer to that portion of it which alludes to this neighborhood. The narrator mentions that after wandering about for some time in the Dismal Swamp, a portion of which lies in Nansemond County, they reached "Col. Andrew Meade's, who lives upon Nansemond River." Here they were entertained with true old Virginian hospitality, (which believed it to be a duty alike to "welcome the coming" and to "speed the parting guest"), and dispatched upon their journey with a plentiful supply of provisions. Colonel Byrd mentions that in their progress through the County they "passed no less than two Quaker Meeting Houses," and quaintly adds: "That persuasion prevails much in the lower end of Nansemond County for want of ministers to pilot the people a decenter way to Heaven." The Dividing Line, to determine which this journey was undertaken, is the southern boundary of Nansemond County, and separates it from North Carolina at a distance of 14 miles from the town of Suffolk.

MUNICIPAL. -

In May, 1742, while George the Second reigned in England and Governor Gooch administered the affairs of Colonial Virginia at its ancient capital, Williamsburg, the Legislature passed

an Act "to establish a town at Constance's Warehouse, on Nansemond River, to be called Suffolk!" The Town was more formally incorporated by the General Assembly in January, 1808, and a Board of Trustees, having certain specified duties and powers, was authorized to be appointed. Subsequent legislation, amendatory of the charter, was had from time to time



RESIDENCE OF WM. H. JONES, JR., ESQ.

until April 1st, 1858, when an Act was passed authorizing the election of a Mayor and Council for the Town of Suffolk. Under this Act the first Monday in May was appointed as the date of the annual election of a Mayor and five Councilmen, in whom were vested all the usual powers, rights, capacities and privileges under the Code of Virginia. A new charter was

MERRITT BRIGGS,
Attorney at Law
SUFFOLK, VA.

Correspondent
Hubbell's Legal Directory.

Collections a Specialty.

LEE BRITT,
Attorney at Law
SUFFOLK, VA.

COURTS :
Nansemond, Isle of Wight
and Southampton Counties,
And United States District
Court at Norfolk.

C. H. CAUSEY,
Attorney at Law

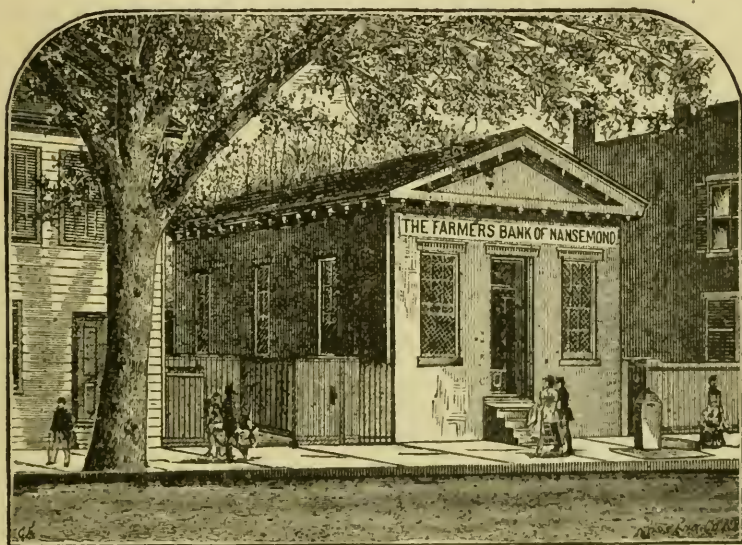
COMMONWEALTH'S
ATTORNEY FOR NANSE-
MOND COUNTY,
SUFFOLK, VA.

E. E. HOLLAND,
Attorney at Law
SUFFOLK, VA.

COURTS :
Nansemond, Isle of Wight
and Southampton Counties,
And United States Courts at
Norfolk.

Chartered Nov. 30, 1869.

The Farmers Bank of Nansemond



CAPITAL, \$20,000. SURPLUS, \$30,000

President, JOHN R. COPELAND. Cashier, WM. H. JONES, Jr.

DIRECTORS:

JOHN R. COPELAND, THOS. W. SMITH, E. E. HOLLAND, R.H. RAWLES,

JAMES R. BAKER, WM. H. JONES, JR.

Transacts a General Banking Business. Collections made on all accessible points at lowest rates. Business accounts invited and interest allowed on time deposits.

granted to the Town in March, 1872, enlarging its boundaries and vesting additional powers in its Council, who were authorized to elect annually a Town Sergeant, Clerk, Assessor, Treasurer, Overseer of the Poor and Street Commissioner. This charter was amended in March, 1875, and again in February, 1879, when the boundaries of the Town were revised and enlarged, and various other supplementary Acts were passed, as occasion required, looking to the furtherance of Suffolk's commercial and social interests and the happiness and prosperity of her people.

THE BURNING OF SUFFOLK BY THE BRITISH.

In his "Historical Collections of Virginia," Mr. Howe thus mentions this calamity :

"In the year 1779, Sir Henry Clinton projected a plan to humble the pride and destroy the resources of Virginia. He sent a powerful fleet, which anchored in Hampton Roads, landed a heavy force under Gen. Matthews, which took possession of Portsmouth and Norfolk, and committed extensive devastations. It was on this expedition, May 13th, that Suffolk was burnt, the account of which, here given, is from Girardin.

"No sooner was intelligence received of the arrival of the British in Hampton Roads, than the Militia of Nansemond County were called to arms. Suffolk was the place of general rendez-vous. About two hundred men assembled there, with such weapons as they could procure from their own homes. Few of them had muskets, and still fewer ammunition. This, however, they obtained from Captain Bright, who commanded the letter-of-marque, the brig Mars. Bright also furnished

two pieces of ordnance, which were immediately mounted upon the carriages of carts. The whole of this little army, headed by Col. Willis Riddick, proceeded about eight miles on the Norfolk Road, and, on the evening of the 11th of May, encamped in a large uncultivated field, in front of Capt. James Murdaugh's house.



"SMITH'S BLOCK," THE PROPERTY OF COL. THOS. W. SMITH.

"Before this movement, three well-mounted young Virginians, Josiah Riddick, Thomas Granbury and Thomas Brittle, had been dispatched to reconnoitre the enemy. They were surprised and made prisoners just below Hall's Mills, in Norfolk County and conveyed to New York, where they remained for eighteen months in a state of captivity. Thus did the party

M. F. LLOYD,

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SPECIAL ATTENTION GIVEN TO UNDERTAKING IN ALL
ITS BRANCHES.

Orders by mail or telegraph promptly attended to.

under Col. Riddick continue in entire ignorance of the numbers and motions of the enemy.

“ ‘To a tavern, about a mile below the encampment of the militia, Captains King and Davis had repaired for the night. In front of this tavern was a lane, with draw-bars at its extremity. These were soon heard to rattle; alarmed at this noise, King and Davis seized their muskets and flew to the door. King leaped out and fired to give the alarm. The British platoon discharged and shot Davis through the heart. King, well acquainted with the country, soon reached the Virginian camp and informed his comrades of approaching hostility. The violence of the wind, blowing in an unfavorable direction, had prevented them from hearing the report even of the British musketry, discharged so near them. Col. Willis Riddick, not suspecting the approach of the foe, had retired to his own house. The command, therefore, devolved upon Colonel Edward Riddick. The militia retraced their steps to Suffolk, which they reached before the dawn. Two officers, mounted on fleet horses, were then dispatched to ascertain the situation and force of the enemy. Four miles below Suffolk they halted, and immediately after sunrise, in the entrance of a lane about one-quarter of a mile long, had a full view of the advancing foe, and distinctly counted 600 infantry. They rode back in full speed, and, upon calling the militia to arms, about one hundred only obeyed the call. The others had dispersed. A retreat became unavoidable—every man was admonished to take care of himself. Most of the inhabitants had already left their homes. Few could save their effects. Such as delayed their flight in attempting to secure their property, were taken

prisoners. Ruthless devastation attended the British. They set fire to the town and nearly the whole was consumed. Several hundred barrels of tar, pitch, turpentine and rum had been deposited on lots contiguous to the wharves. The heads of the barrels being knocked out, and their contents, which flowed in a commingled mass, catching the blaze, descended to the river, like torrents of burning lava. As the wind blew from



LAKE KILBY, SHOWING ENGINE HOUSE OF NEW WATER WORKS.

the wharves with great violence, these substances, with difficulty soluble with water, rapidly floated to the opposite shore in a splendid state of conflagration, which they communicated to the thick and decaying herbage of an extensive marsh, the growth of the preceding year. This immense sheet of fire, added to the vast columns of undulating flames which ascended from the burning houses of the town—the explosion, at

R. L. BREWER.

R. L. BREWER, JR.

R. L. BREWER & SON,*Successors to R. L. BREWER,***Dealers in Fine Watches and Rich Jewelry****WASHINGTON SQUARE, SUFFOLK, VA.***FINE REPAIRING PROMPTLY EXECUTED.***A. S. ELEY, SUFFOLK, VA.**

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FOR COMMERCIAL TRAVELERS.****CHOICE CIGARS AND CIGARETTES CAN BE FOUND IN THE OFFICE.**

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SALE, EXCHANGE &



LIVERY STABLES
KILBY STREET,
SUFFOLK, VA.

intervals of the gunpowder in the magazines—the consequent projection through the air of large pieces of ignited timber, which flew, like meteors, to an astonishing distance—all contributed to form a collective scene of horror and sublimity such as could not be viewed without emotions not to be described.’ ’

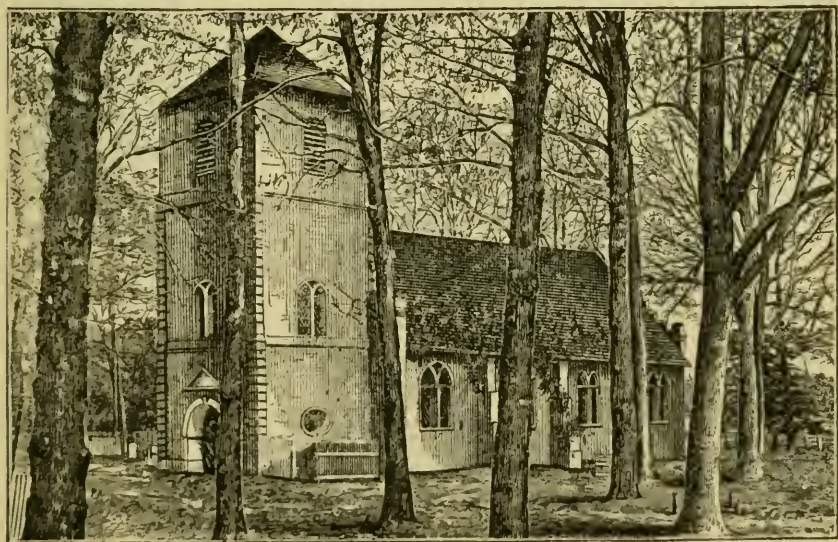
INCIDENT OF 1812.

In connection with the above it may be appropriate to relate here how the good people of the Town were once terribly agitated by what turned out to be a very simple and harmless event.

During the war with England in 1812, great uneasiness was felt by the inhabitants of Suffolk lest the British should send small boats up the river from their ships and burn the Town again. In the midst of their fears and suspense, and while an old itinerant preacher named Theophilus Gates was holding a revival meeting at the old church, the alarm came one night that the enemy's barges were coming up the stream and would soon reach the wharves. A panic seized the whole community and Brother Gates's meeting was brought to an abrupt conclusion. The people fled in all directions and general consternation prevailed. In a few hours, however, it was ascertained to be a false alarm, based upon the fact that a few oyster boats were bringing up a supply of bivalves to the popular establishment of Jack Walker, a colored restaurateur, the fame of whose excellent oysters and ginger cakes had secured for him a lucrative business throughout the surrounding country.

"BENN'S CHURCH."

This venerable structure, although, strictly speaking, it does not belong to this town or county, since the separation of the latter from Isle of Wight, is nevertheless so closely allied to us by tradition and so endeared to us by its ancient associations with our ancestors, that it has been selected as a fitting illustration for our SKETCH BOOK, being one of the most hal-



lowed monuments in Virginia, and still standing within the limits of the original shire of which Nansemond formed a portion prior to 1639.

Mr. Howe thus describes it in his "Historical Collections of Virginia:" (pub. 1856.)

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“Within an hour’s ride from Smithfield, near the road to Suffolk, in the depths of the forest stands an ancient church in ruins. It is alike an object of interest from its secluded situation and its great antiquity. We have before us a communication from a highly respectable gentleman of this vicinity, which gives strong evidence that it was built in the reign of Charles I, between the years of 1630 and 1635. Tradition, too, states that it was the second church erected in Virginia. The brick, lime and timber were imported from England. The timber is English oak and was framed before shipment. The whole structure was built in the most substantial manner; and, even now, the wood-work, where not exposed to rain, is perfectly sound, and the mortar sufficiently hard to strike fire when in collision with steel. The structure is of brick, has a lofty tower, and is in good preservation. Its walls are overrun with a delicate net-work of vines.

“In its day it was a splendid edifice. One window, of about 25 feet in height, was composed of painted glass, representing scriptural subjects. It was probably abandoned about the time of the American Revolution, when the Episcopal Church, for a time, became nearly extinct in Virginia. Within the last twenty-five years it has been temporarily occupied by a sect called O’Kellyites. There is a project, which may be carried into effect, to repair it. If successful, generations yet unborn will meet within its time-hallowed walls, where, even now, more than two centuries have elapsed since their forefathers first raised the hymn of praise to the Living God.”

EARLY SUFFOLK ENTERPRISE.

The following extracts from a "Narrative of a Voyage to the West Indias, for the Purpose of Attempting the Establishment of an Ice Market in the Island of Jamaica," written at Kingston, Jamaica, October 17th, 1801, by Dr. Robert H. Fisher, a resident of Suffolk, will no doubt be read with interest and sympathy by the enterprising Suffolckites of to-day. The valuable MS has kindly been placed at the disposal of the author by Dr. Fisher's grandnephew and sole surviving relative, Mr. Joseph P. Webb, of this Town:

"A large ice-house was built at Suffolk, in Virginia, by Mr. Thomas Swepson, Dr. Richard H. Bradford and myself in 1800, and filled with ice in the ensuing winter. In 1801 a considerable quantity of ice was sent therefrom and sold by retail at Norfolk, and, the business being perfectly novel in that part of the country, it excited much conversation, in the course of which it was often suggested that if a cargo of that article could be sent to the West Indias, it would meet with a very welcome reception and ready sale. My own reflections on the subject led me to much more extensive speculations. I thought that if, in some of the large towns in the West Indias, a magazine could be so constructed as to preserve ice for some length of time, and kept constantly supplied from the northern parts of the United States, so as to form a regular and permanent market, it could not fail of becoming an important and a lucrative branch of business. My imagination led me to the formation of a plan of an association, which, after fixing at one point, and obtaining exclusive legal privileges, might extend to other points, and ultimately establish a new and extensive

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(See Engravings of James R. Baker's Store and E. Tatterson's
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branch of trade between the United States and the whole of the
West India Islands. * * * * *

“ Had I possessed funds of my own competent to the carrying of the enterprise into execution, I should have embarked in it on my own bottom, without any hesitation; but, my finances being low, I proposed to form a Company who should raise the necessary sum by subscription. Propositions were made to a number of my friends in Suffolk and its vicinity, who were pleased, more probably by the novelty than the plausibility of the scheme; and a sum which was judged adequate to lay the first foundation of the establishment was immediately subscribed. The subscribers having incorporated themselves under the firm of “ The Jamaica Ice Company,” a general meeting was held on the 1st day of August, 1801, and the following compact of association entered into and signed by the Company.” * * * * *

Here follows a copy of the constitution which bears the following signatures: Robert Jordan, Thos. Swepson, Mathias Jones, Robert H. Fisher, W. Fisher, W. Jordan, Edward Allen, Joseph Hattersley, Richard H. Bradford, Richard W. Byrd, Rich. Yarbrough, John C. Cohoon, John M. Cowling, James Riddick, Wm. M. Poole, (Sec’y). John Barber, D. Southall. *Teste:* Elisha L. Ballard, John Norfleet. Many of these names are still found among the most highly esteemed of Suffolk’s present inhabitants. Robert H. Fisher, the writer of the narrative, was appointed the agent and general manager of the Company, with instructions to proceed immediately to Jamaica and commence the business of the concern.

“ Having received the first requisition of \$2,000, I left

Suffolk on the 4th day of August and arrived at Norfolk the same day. My friend Harrison Almand had engaged a passage for me on board a ship bound to Kingston, and had procured for me a number of letters of introduction to persons residing at that place and Port Royal. I had been advised to lay out the money I had in sterling bills of exchange, and I accordingly purchased one for £437.10.0, at 124 pr. cent., drawn in



RESIDENCE OF E. TATTERSON, ESQ.

my favour by Conway Whittle on John Kirwan & Sons, of London.

“Every arrangement being made for my enterprise, I left Norfolk early in the morning of the 7th of August, 1801, and proceeded in a pilot boat to Hampton Roads, where I joined the ship in which I had engaged a passage, and which, as soon as I got on board, weighed anchor and put to sea.” * * *

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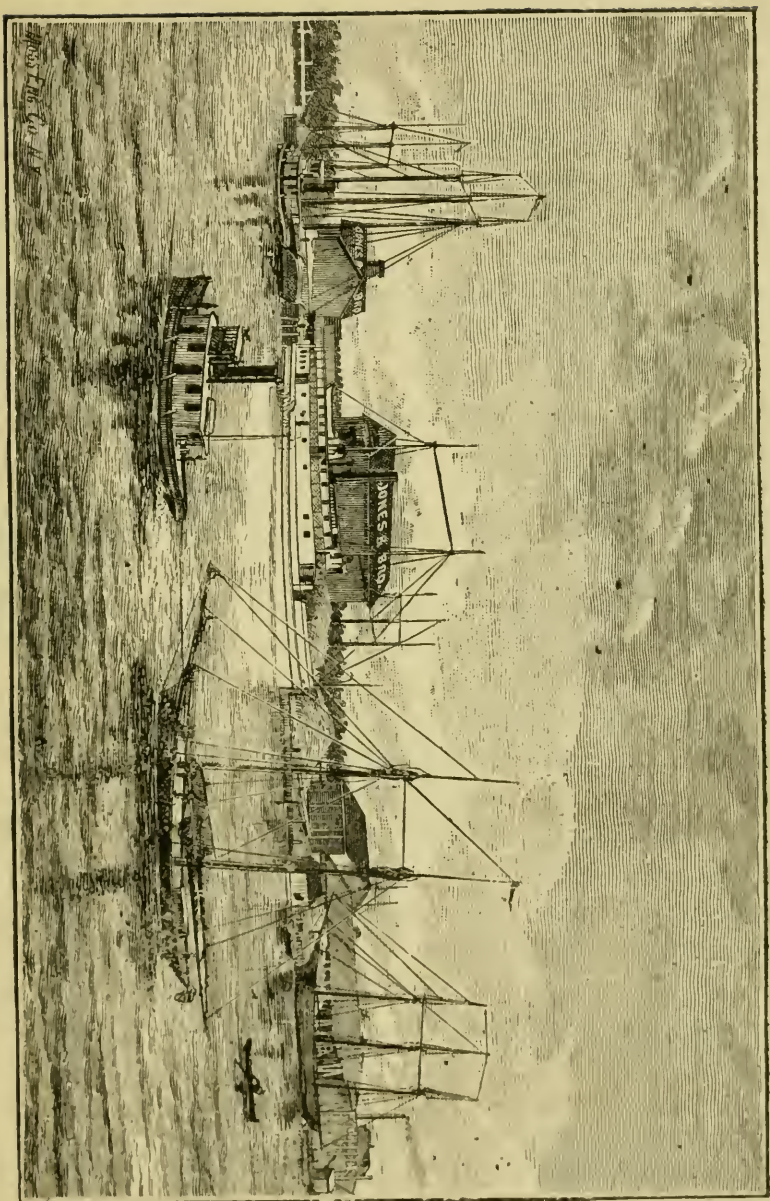
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After a most interesting account of the voyage, which occupied nearly five weeks, the narrator describes his arrival at Kingston, and thus proceeds:

“On the following day I delivered several of my introductory letters, but the reception I met with from the gentlemen to whom they were addressed was not only cool but repulsive. I was stared at with a countenance which I thought indicated astonishment, mixed with contempt and pity. One of them burst out a-laughing in my face, and it was some time before he could compose himself sufficiently to hear what I had to say in vindication of my scheme. Suspecting they might think I was in want of pecuniary aid, I took care to inform them that I was in possession of funds fully adequate to carry my plan into execution; but although I used every argument I could think of to convince them of both the practicability and utility of my scheme, it was discouraged by every individual to whom I made it known. Among the variety of objections that were made to it I shall mention the following only:—That ice was an article which they had never known the want of, had hitherto done very well without and could do as well without hereafter; that it was, at best, a bare luxury, and would produce an expense without affording an adequate benefit; that in a climate so hot as theirs its use would probably be productive of effects generally pernicious and often fatal; that at present there was an unusual scarcity of money; * * * that silver having lately been in great demand in England, where it was wanted for the East India trade, almost all the money had been drained out of the West Indies, in consequence of which trade had suffered a general depression;

almost every one was in debt without possessing the means of making payment; that lawsuits and distrains were common beyond any former period; and that if ice was so great a luxury as I represented it to be, that very circumstance was the greatest of all the objections to its introduction, since many persons would be enticed to appropriate that money to the purchase of it which ought to be appropriated to the payment of their debts.” * * * *

This reception naturally discouraged the trader and would-be benefactor, who, however, with true Suffolk pluck, was determined to exhaust every possible chance of success before acknowledging himself beaten and abandoning his enterprise. He advertised his scheme in two newspapers, and asked intending patrons to enter their names in books provided for the purpose, and state the amount of ice they would require per day or week. But several days elapsed and no response had been made, which settled the question so far as the establishment of the ice trade in Jamaica was concerned, and decided its projector to return home with all convenient speed. But here another difficulty arose. He had expended all his cash and found it impossible to immediately convert his sterling bill of exchange into currency, being a stranger in a strange land. Owing to the drain of silver, before alluded to, bills of this kind could hardly be disposed of at all, except when packets were about to sail for England; and it happened unfortunately that this dilemma occurred shortly after the September boat had sailed, and it would be nearly a month before another left. The narrator determined therefore to await events with such patience as he could control, and to employ the tedious interim

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in exploring the island and in observing the peculiarities of its inhabitants. The result of this wise resolve is to be seen in the elaborate and deeply scientific disquisitions to which the remainder of the interesting MS is chiefly devoted, and which is well worthy of publication in a much more dignified form than this modest volume offers. It need only be added here that the enterprising "former resident" met with numerous adventures and misadventures, first in Jamaica and afterwards at Havana, including forcible detention for several weeks at the latter place, until December 26th, 1801, when he re-embarked on a homeward-bound schooner and landed at Norfolk in due course.

LA FAYETTE'S VISIT.

The most notable event of the year 1826 was the visit of the Marquis de La Fayette. In consequence of the conspicuous part he had played in the history of Virginia during the Revolution, the Marquis had always been an object of affectionate interest to its people, and the reception accorded "the hero of two worlds" was a perfect ovation. To him, perhaps, more than to any other human being, were the American Colonies indebted for their success in securing independence. He was descended from an ancient and noble family of France, and was married at the age of 16 to a lady still younger than himself. He was not quite 20 years old when he received the rank of Major General in the United States Army. His services to this country, however, are matters of national history, and need not be recounted here. In 1824—47 years after the date of his first landing on American soil as the friend and ally of the struggling Colonies—Congress invited him to make another

visit to the United States. In obedience to this wish he embarked with his son and secretary for New York, where he landed on August 15th of that year. He visited, in succession, each of the 24 States and all the principal cities. In 1826 he accepted an invitation to visit Suffolk, and his arrival here was attended with all the "pomp and circumstance" of a triumphal entry. All the vehicles in the neighborhood were in demand, and many of the most prominent citizens turned out to meet him at old Tony Pugh's, 9 miles below the town. The Columbians, under Capt. Francis D. Charlton, received him at the head of Main Street, while the people followed the procession, *en masse*, to the Castle Inn. Here the noble guest was asked how he wished to receive the Company, and replied promptly that he would like to shake every man by the hand. After this kindly wish had been gratified, Captain John C. Cohoon, who was Sheriff of the County and master of the ceremonies on this occasion, presented the citizens by name to the Marquis, who shook hands with all and expressed his pleasure at the cordiality of the reception accorded him. That night there was high festivity in Suffolk, at the Court House and the hotels, and on the following morning the Marquis left for Murfreesboro, N. C., accompanied by the blessings and hearty good wishes of our people.

LAKE DRUMMOND.

This body of water, the popular resort of sportsmen from all parts of the country, lies within the limits of the Dismal Swamp, and extends a short distance into Nansemond County, about ten miles from Suffolk. Its borders abound in deer,

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See Illustration on page 59

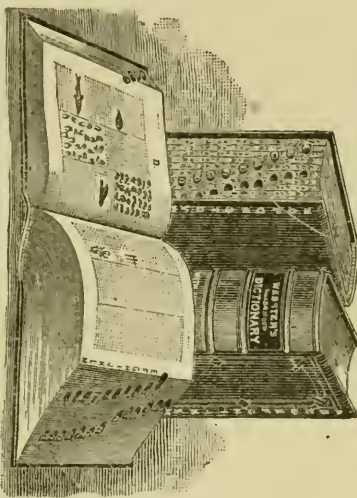
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Springfield, Mass.

bears, wild turkeys, lynxes and other objects of the hunter's delight. The Lake, says tradition, was first named Drummond's Pond, after the discoverer, who, wandering through the Swamp in search of game, came upon this sheet of water, and, by following its margin, managed to find his way into the open country, while his two comrades, less fortunate than he, were lost and never again heard of.

During his visit to Norfolk in 1804, Erin's sweetest poet, Tom Moore, of melodious memory, wrote the following lines, which, although familiar to most readers, will bear repetition in SUFFOLK'S SKETCH BOOK, by reason of their own intrinsic beauty as well as of their intimate association with this neighborhood.

A BALLAD.

THE LAKE OF THE DISMAL SWAMP.

WRITTEN AT NORFOLK, IN VIRGINIA

"They tell of a young man who lost his mind upon the death of a girl he loved, and who, suddenly disappearing from his friends, was never afterwards heard of. As he had frequently said in his ravings that the girl was not dead, but gone to the Dismal Swamp, it is supposed he had wandered into that dreary wilderness and had died of hunger, or been lost in some of its dreadful morasses."—ANON.

"La poesie a ses monstres comme la nature"—

—D'ALEMBERT.

"They made her a grave too cold and damp
For a soul so warm and true ;
And she's gone to the Lake of the Dismal Swamp,
Where, all night long, by a fire-fly lamp,
She paddles her white canoe.

"And her fire-fly lamp I soon shall see,
And her paddle I soon shall hear ;
Long and loving our life shall be,
And I'll hide the maid in a cypress-tree,
When the footstep of Death is near !"

Away to the Dismal Swamp he speeds—
His path was rugged and sore,
Through tangled juniper, beds of reeds,
Through many a fen where the serpent feeds,
And man never trod before!

And when on the earth he sank to sleep,
If slumber his eyelids knew,
He lay where the deadly vine doth weep
Its venomous tear and nightly steep
The flesh with blistering dew!

And near him the she-wolf stirr'd the brake,
And the copper-snake breathed in his ear,
Till he starting cried, from his dream awake,
"Oh! when shall I see the dusky Lake,
And the white canoe of my dear?"

He saw the Lake, and a meteor bright
Quick o'er its surface play'd—
"Welcome," he said, "my dear one's light!"
And the dim shore echoed for many a night
The name of the death-cold maid!

Till he hollow'd a boat of the birchen bark,
Which carried him off from shore;
Far he follow'd the meteor spark,
The wind was high and the clouds were dark,
And the boat return'd no more!

But oft, from the Indian hunter's camp,
This lover and maid so true
Are seen at the hour of midnight damp,
To cross the Lake by a fire-fly lamp,
And paddle their white canoe.

From "time immemorial" this secluded and romantic pool has been a favorite resort for summer excursionists. In the "olden days" the trip from Suffolk was usually made by water, and the place of rendez-vous and embarkation was the canal bridge, about a couple of miles down the Norfolk Road. Here the pleasure seekers would take passage on board a long

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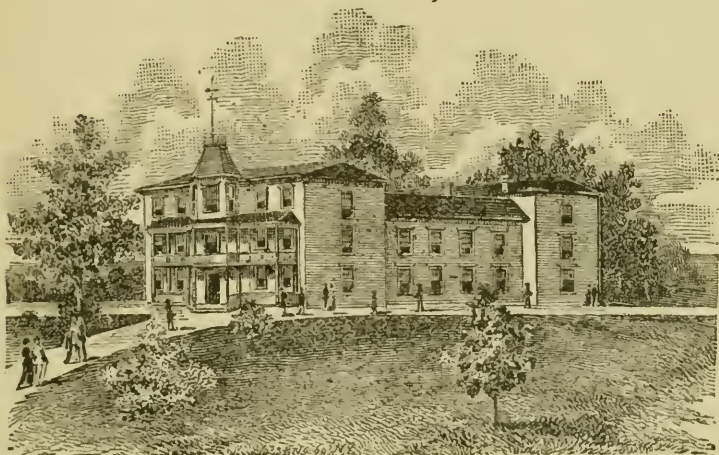
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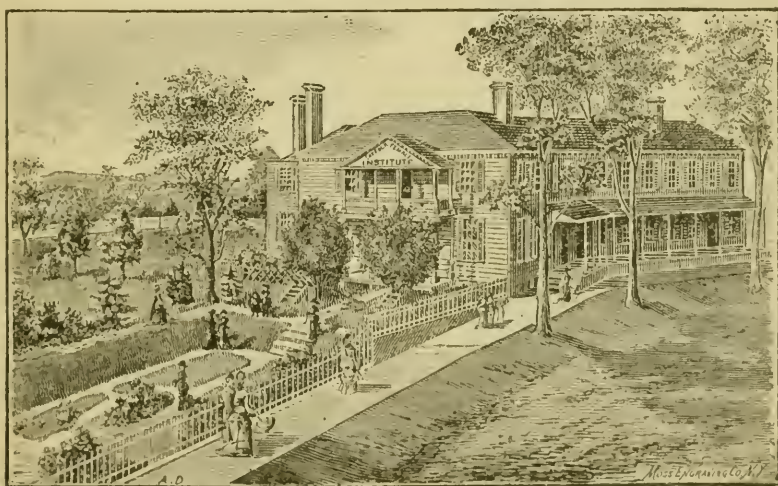
PROF. P. J. KERNODLE, A. M., Principal.

shingle-lighter, covered with canvas, resembling an extended wagon. This boat would carry 20 or 30 passengers very conveniently, and was propelled by two negro men walking along the bank and pushing with poles at each end. With good weather these excursions were delightful, and at the present time visitors come from all parts of the country, during the summer and fall, to enjoy the fishing, shooting and hunting which Lake Drummond and its vicinity afford in perfection. The Lake is nearly round and about twenty miles in circumference. There are of course many theories as to its origin, the most plausible of which, perhaps, is that during some extensive fire in the Swamp, this great basin was burned out, and thus prepared to become a permanent reservoir for the overflow water of the surrounding marsh.

NAT TURNER'S INSURRECTION.

In the year 1831 occurred one of those startling incidents which are calculated to terrify the stoutest hearts and to leave an indelible impression upon the minds and nerves of a whole community. In the neighbouring County of Southampton had been brooding, unsuspected, a most insidious and powerful enemy to society, which suddenly revealed its existence under circumstances of unparalleled horror and atrocity. Under cover of night, and without a note of warning, the negro insurrection, under Nat Turner, which was intended to involve the whole slave population of the South, broke out near the village of Jerusalem. Turner inaugurated his fiendish work by the butchery of his master's family and the white residents of the adjoining plantations. The news of this horrible deed

spread like wild-fire from end to end of Virginia, and the districts in which the presence of a preponderating slave population would seem to justify the fears of midnight massacre were thrown into a state of almost helpless panic. In Suffolk the most intense excitement prevailed, and the people hastily prepared to secure themselves, and to render such succor as could be spared to the scattered white population of the rural dis-



SUFFOLK FEMALE INSTITUTE — See page 52.

tricts, in the event of a general uprising on the part of the slaves. But fortunately the insurgents were neither well armed nor well disciplined, and the insurrection was suddenly crushed when one of the miscreants was killed with a charge of squirrel-shot, by a planter whose premises were attacked. A few weeks later, Nat Turner, the desperate author of the riot, was captured, and in due course tried, convicted and hanged.

JOHN H. WRIGHT,
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* See Engraving of our Store on page 27.

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A HOME SCHOOL
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EXTRACTS FROM THE DIARY OF JOS. PRENTIS.

1837—1849.

THE GREAT FIRE OF 1837.

The following account of this memorable event is copied from the diary of the late Joseph Prentis, Esq., now in the possession of his grandnephew, Mr. Joseph Prentis Webb, to whose kindness the author and reader are alike indebted for this and other interesting extracts:

[It may be here mentioned that Mr. Joseph Prentis was for 13 years the Clerk of the Superior and County Courts of this Circuit and County, in which position he was succeeded, in 1851, by his son, Judge Peter B. Prentis, the present efficient incumbent.]

“Saturday, the 3rd of June, 1837, a fire broke out in Suffolk, at the cabinet shop of Edward Arnold, a little after meridian. The wind blew very high from S.W., and before 6 o'clock P. M. the most valuable and thickly settled portion of the lower part of the Town, on both sides of the street, was laid in ashes. The Court House and Jail were burnt; the Clerk's Office, lately erected, fire-proof, escaped. About 130 houses were burnt. I was among the unfortunate, losing my dwelling, store-house, kitchen, smoke-house and wood-house. The first named three houses are insured in the Mutual Assurance Society of Virginia. Mr. and Mrs. McClenney carried us to their house and treated us as if we had been near relations. We remained under their hospitable and friendly roof nearly a month before we could get a house to go into. I can never forget them; the debt we owe them is heavier than we

shall ever be able to pay. My children must never forget these dear, kind friends. The kindness of the citizens and country people merits, and will receive, a grateful remembrance. On 27th began to collect our articles and put them into Mr. David Jordan's mansion, who most humanely and generously permitted us to take it—we being destitute of a



RESIDENCE OF DR. F. W. SKILES.

home—and he put himself to great inconvenience and went into a small house. My thanks are due him, which he has, and I hope not one of my family will ever forget him."

FATAL RAILROAD ACCIDENTS.

Under date of Friday, August 11th, 1837, the diary reads: "Between 9 and 10 A. M. the passenger train of cars, with a party of 150 returning up the road, came in contact, near the

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Receives freights for all points on Suffolk & Carolina and Suffolk Lumber Co.'s Railroads.

N. G. NORFLEET, Agt., Suffolk, Va. **J. W. PERRY & CO.**, Agts., Norfolk, Va.

BALLARD & SMITH,

DEALERS IN

Dry Goods, Notions, Shoes, Hats and Carpets

Washington Square, Suffolk, Va.

SUFFOLK DISPENSARY,

DR. ED. D. PHILLIPS, Managing Pharmacist,

Main, next door to Main & Washington Sts., SUFFOLK, VA.

Keeps always on hand a full assortment of fresh Drugs and all of the new remedies, besides a full supply of the following proprietary articles, viz: Phillips' Old Dominion Tonic, Phillips' Carbolic Tooth Wash, Phillips' Pellicura, Phillips' Comp. Tonic Pills, Phillips' Kidney Tonic, Phillips' Tooth Ache Drops, Phillips' Vegetable Liver Pills, and many others; also, a select lot of choice perfumeries and other Drug sundries.

L. E. WHALEY.

W. H. RIDER.

WHALEY & RIDER,
DEALERS IN
Hay, Grain, Mill Feed, Flour
FERTILIZERS, &C.



Have constantly on hand a very large stock of Hay, Grain, &c.,
from New York and the West.

Orders Solicited and Prompt Attention given to Correspondence and Shipments.

RETAIL WAREHOUSE

At intersection of the Norfolk & Western and the Suffolk Lumber Co.'s Railroads.

Wholesale Warehouse at Foot of Main Street
Suffolk, Va.

bridge at Richard F. Goodwin's, by which three young ladies, viz: Miss Eley, of Isle of Wight, Miss Roberts, of do., and Miss McClenney, of Nansemond, were instantly killed. Some 140 others were so badly hurt as to be compelled to remain at Mr. Goodwin's for many days after the accident. Too much praise cannot be awarded to Mr. and Mrs. Goodwin for their kindness in administering to the comforts of the distressed. Their house was rendered a perfect hospital. The gentlemen and ladies of Suffolk were prompt in lending their aid and repaired to the scene of destruction and continued their exertions till the patients were removed to their homes.

“On the night of the same day two decent, sober, respectable citizens, Richard Oliver and — Woodward, returning at night walking on the railroad in a hard rain, were overtaken by a locomotive and run over without being sensible that they were in any danger. No blame whatever is to be attributed to them. The poor men died, Woodward an hour after he was brought to the R. R. office in Suffolk, and Oliver lingered till the following Monday about noon, when he died, having undergone the most excruciating pains. In the first case the Inquest who sat on the dead bodies found Etheredge, the train captain, and Williams, the engineer, guilty of wilful and gross negligence; and that the parties came to their death by this cause. Process was immediately issued by the Coroner against the persons charged. They escaped and are going at large out of Nansemond County.”

“On the 9th of June, 1838, received a commission from Judge Baker appointing me Clerk of the Circuit Superior Court of Law and Chancery pro tem. for Nansemond.

“ On the 11th resigned my commission as Surveyor and Inspector of the Port of Suffolk, which office I have held for upwards of 27 years. After my resignation I accepted the State appointment and proceeded to the execution of the office.

“ 14th. Elected Clerk of the County Court of Nansemond.”

“ December 1st, 1848. Elijah Johnson, F. N., was hung in the inside of the enclosure between the Court House and Jail, in pursuance of his conviction and sentence pronounced at the last Superior Court by Judge Baker, for the murder of Jemima Turlington, a poor old woman of 80. The attendance was very large. Arrangements so skillfully made for the execution that the poor guilty creature expired apparently with little pain. Col. Hugh H. Kelly, the acting Sheriff, an officer who never shrinks from duty, performed the painful and heart-rending duty.”

“ January 29th, 1849. On this day 45 years I obtained my license to practice the law in the Superior and Interior Courts of the Commonwealth. Removed from Williamsburg to this place (Suffolk), arrived here on the 3d July, 1805, where I have continued to reside. On this day there is living only one white male, Mr. Arthur Smith, who was a house-keeper and head of a family when I came here.”

THE FIRST PRINTING PRESS.

“ *The Suffolk Intelligencer*, a newspaper published in Suffolk; John R. Kilby, Editor, Wm. R. McLean, printer, was this morning—January 4th, 1849—delivered to subscribers. Its principles are Whig. The first printing press which was ever

BLUE RIDGE SPRINGS

BOTETOURT COUNTY, VA.

IMMEDIATELY ON THE LINE OF THE NORFOLK &
WESTERN RAILROAD, ON SUMMIT OF
BLUE RIDGE MOUNTAINS,

41 MILES WEST OF LYNCHBURG, VA.

OPEN FOR VISITORS

From 1st June to 15th October

THE CELEBRATED

Dyspepsia Water.

PHILIP F. BROWN,

Proprietor.

(See opposite page for view of Blue Ridge Springs from Wild Cat Knob)



established in this town. It is dated on Tuesday, the 2nd inst., to be issued twice a week, at \$2.50 per ann."

"March 6th, 1849. President's Inaugural Message, delivered in Washington at 12 o'clock on Monday, was received and printed in this place at 3 o'clock next day, for which this new press is entitled to credit."

"UP-HILL WORK."

As has already been stated, a large share of the business of Suffolk, prior to 1837, was carried on in the lower portion of the Town. The Dismal Swamp Land Company had a large depot there and controlled an immense trade in juniper and cypress shingles and lumber. Other large mercantile establishments had their offices and warehouses in the same quarter, which also contained many of the most valuable and attractive residences. After the conflagration of 1837, which laid waste this desirable locality and reduced its buildings to a pile of smouldering ruins, many families moved up to the hill and there built their houses. Since that time the tendency of the Town generally has been to recede from its original position and to spread out in all directions from the head of Main street.

RAILROAD vs. TURNPIKE.

The merchants in the olden time were in the habit of making semi-annual trips to lay in their supplies for the spring and fall trade. Some went to Philadelphia, some to New York; and the journey was quite an undertaking, for those were the days before railroads. Sometimes several merchants

would form a party and go together on board a coasting vessel, laden with shingles. Others would go by stage coach to Portsmouth, where they could take the steamboat to Baltimore; thence up Elk River to Frenchtown, where another stage coach was taken to New-Castle, and from there to Philadelphia by steamboat. The trip occupied three days and three nights—rather too suggestive of Jonah's travelling experiences. Now we can breakfast in Suffolk and sup in New York the same day. Verily the times have changed, and the new era is a vast improvement upon its predecessor.

RELIGIOUS GROWTH.

As late as 1820 there was only one church in Suffolk—a small frame building on the hill, without ceiling or plastering. This was known as the Methodist Meeting House, and was used by the circuit preachers and such other ministers as might chance to remain here over night in passing through the country. It was customary on such occasions to send round a hand bell with a notice that preaching might be expected at early candle-light. There were few professors of religion in Suffolk at that period, and no regular public worship. To-day there are no less than six well supported churches in the Town, and as many flourishing Sunday schools.

THE SHINGLE TRADE.

In "the good old days" this was quite an extensive branch of industry in this district and was mainly conducted by the Dismal Swamp Land Company. Half a dozen large vessels were constantly engaged in carrying shingles from Suffolk

JOSEPH P. WEBB,
DEALER IN
Drugs, Paints Oils, Building Materials
&c., &c.
WASHINGTON SQUARE,
SUFFOLK, VA.

Mr. Webb is a native of Suffolk, and except when absent at school and during the war, has resided here continuously all his life. From 1862 to 1865 he served in the 13th Virginia Cavalry with the Army of Northern Virginia.

He commenced business immediately after the war in a small way, beginning with drugs alone. But other lines of goods were, from time to time, added, until now he is well and favorably known to the country trade in Virginia and North Carolina, in the Counties along the lines of the Seaboard & Roanoke, Norfolk & Western, Suffolk & Carolina and Suffolk Lumber Company's Railroads, as an extensive jobber of Drugs, Paints, Oils, Sash, Doors, Blinds, Window Glass, Fancy Goods, Books, Stationery, Tobacco, Cigars, Snuff, Lamp Goods, Toilet and Laundry Soaps, Lye, Starch, Spices and other "Grocers' Drugs."

In 1870 he built a handsome brick store and warehouses on the south side of Washington Square, which he occupied until burnt out in the great fire of 7th June, 1885. He is now rebuilding a large brick three-story establishment on the old site (see Engraving on page 121) and in the meantime his headquarters are on the opposite side of the street.

He enjoys exceptional facilities for the conduct of a large business which is increasing every year.

FISKE & PURDIE,

≈108≈

HIGH STREET,

PORTSMOUTH,

PRINTERS AND BOOKBINDERS

FOUNDED 1840.

FULL FACILITIES,

GOOD WORK,

LOW PRICES.

FINE COLOR PRINTING,

PAPER RULING.

to the Northern markets. Hundreds of hands were employed in the Swamp getting them ready, carrying them to the side of the canal and boating them to the landing on Nansemond River a few miles below Suffolk. This trade kept a good deal of ready money in circulation among our people in those days, as the boatmen and the "Swampers" procured their rations, tobacco, whiskey and articles of clothing from the Suffolk merchants, while the agent, the inspectors and the farmers who hired out their surplus hands to the Company also left a fair proportion of their earnings in the Suffolk stores. Besides the Dismal Swamp Land Company, others were largely interested in the Shingle Trade, which flourished here for many years—some drawing their supplies from Horse Pool Swamp, in North Carolina. At first cypress shingles were regarded as inferior, but in later years their excellence was appreciated and they acquired a higher value than even juniper.

WOODEN MONEY.

Half a century ago the Lumber Trade was also a very prominent factor in Suffolk's commercial importance. Some eight or ten large houses were engaged in the business. For several weeks before Christmas, carts loaded with lumber and staves would pour into town in great numbers, and the streets would be worked up into a quagmire or a dust-bed, according to the prevailing state of the weather. On Saturdays, especially, the carts crowded round the store doors in such numbers that the thoroughfares were almost impassable. The merchants and their clerks were up and waiting on their customers by dawn, filling orders all day long which taxed their utmost

capacity, and generally receiving payment in shingles, staves, or lumber. Trade of this kind was peculiarly tedious and annoying about Christmas time when a load worth probably \$2 would be bartered for sugar, coffee, flour, cheese, spices, tobacco, powder, shot, gun-flints, and a dozen other articles—the balance always being adjusted with liquor. Nearly all the merchants in those days were large dealers in apple-brandy and rum. Distilled liquor was bought at 30 cents and retailed at half a dollar per gallon, and was thus put within the reach of all classes. The Temperance movement had not then been inaugurated and “Local Option” was an unknown quantity. Nearly every shingle cart was supplied with its liquor-jug, and it seemed to be everybody’s business to encourage this branch of trade. Gradually, however, it began to fall off till most of the store-keepers abandoned it altogether.

PORK AND BACON.

In the early history of the Town a considerable trade was carried on in these products. The circumjacent country abounded in splendid “hog-ranges,” and the farmers fattened large quantities of pork at very little cost. The bacon thus obtained was handled by the merchants for their home-trade or for shipment to other markets, and formed quite an important adjunct to their general business.

TAR AND TURPENTINE.

Suffolk was famous at one time as a great shipping point for these staples, large quantities of which were brought to the Town and bartered for merchandise. Every barrel was

A. S. DARDEN.

Established in 1866.

R. S. ELEY.

(AT THE OLD STAND)

DARDEN & ELEY,

DEALERS IN ALL KINDS OF

DRY GOODS FOR LADIES AND GENTLEMEN,

BOOTS, SHOES, HATS, CAPS AND

READY-MADE CLOTHING

CARPETS, OIL CLOTHS AND MATS,

HARDWARE, FARMING IMPLEMENTS AND BUILDING

MATERIAL, SPECIALTIES.

Sole Agents for Strong & Carroll's Fine Shoes for Gentlemen; Clement, Weil & Ball's Fine Shoes for Ladies, and the celebrated Bay State Shoes (every pair warranted.) Send for quotations.

*See Engraving of New Store on page 121.***SUFFOLK, VA.**

JOHN F. PINNER.

JOHN B. PINNER.

JOHN F. & JOHN B. PINNER,**REAL ESTATE,**

To parties desiring to locate in Suffolk we offer for sale Building Lots in the best localities in town on most reasonable terms. For information concerning real estate in this section correspond or apply at office.

MAIN STREET, SUFFOLK, VA.**DAUGHTREY & HINES****Fancy Groceries, Cigars, Tobaccos and Liquors,****Cor. Riddick and Washington Sts., - SUFFOLK, VA.**

A full line of above goods always on hand. Specialties: Pure Butter, Fine Grades of Flours, Coffees, and Fancy Condiments. Try the Celebrated Red Star Flour. Full line of Pure Wines and Liquors of every kind for medicinal and cooking purposes. Free delivery to all parts of the town and depots. Polite and attentive Salesmen. Orders solicited.

CARY W. JONES.

E. B. BAIN.

E. G. BAGLEY.

FOR ALL CROPS USE

JONES, BAIN & CO.'S**EAGLE BRAND GUANO**

(Dissolved Bone Basis.)

MANUFACTURED AT PETERSBURG, VA.

The BEST FERTILIZER sold in VIRGINIA. Approximating, as it does, the best stable manure, it is suitable for any crop, and it will pay the planter to apply it on everything he grows, whether in garden or field. For analyses and price-list apply to our nearest agent or direct to us.

JONES, BAIN & CO., Manufacturers, PETERSBURG, VA.

ITS PEOPLE AND ITS TRADE.

branded by the Government Inspector according to its quality. This business has now dwindled away almost entirely.

GENERAL PRODUCE.

The merchants also bought cotton by the bale or in the seed ; they traded in corn, peas, flax-seed, beeswax and tallow, and, in return, sold almost everything needed by the farmers in the way of dry goods, clothing and groceries. But business, in those days, was generally conducted in a very rough-and-ready sort of a way. The stores were small, poorly lighted, comfortless and unattractive "shanties," by comparison to which their successors of to-day are magnificent palaces. Indeed it is not too much to say that many of Suffolk's modern business houses and residences would do credit to any town or city on the Continent.

RAILROAD FACILITIES.

The year 1850 is a memorable one in Suffolk's history, for it witnessed the opening of her first railroad communication with the outer world. On the 9th of November the Portsmouth and Suffolk section of the Seaboard & Roanoke Railroad was completed, and the occasion was celebrated by a grand excursion, which initiated many of our citizens, and those of the neighboring towns, into the mysteries, pleasures and discomforts of the "Iron Road." A year later the line was extended as far as Weldon, N. C., and shortly afterwards the Norfolk & Petersburg Railroad, also passing through Suffolk, was begun, but was not completed till 1859. Both these roads suffered heavily during the Civil War, but were repaired

and put into good working order shortly after the restoration of peace.

At Weldon, N. C., the Seaboard & Roanoke Railroad connects with the Raleigh & Gaston Railroad, leading to Raleigh, the Capital City of North Carolina, where it joins the Raleigh & Augusta Road, leading to Hamlet, and there intersects the Carolina Central Railroad, from Wilmington to Charlotte, at which point we find roads running to Asheville, Columbia, Augusta and other Railroad Centres, whence direct communication is maintained with New Orleans and all points South and South-West.

At Portsmouth—only 17 miles distant from Suffolk—connection is made with the Chesapeake & Ohio, the New York, Philadelphia & Norfolk and the Norfolk Southern Railroads, with their branches leading to the North, West and South. Here also we are within an hour's run, by rail or steamboat, from the popular watering places, Old Point, Ocean View, Virginia Beach and Newport's News, not to mention the charming scenery of Chesapeake Bay and the James, Potomac and York Rivers.

At Petersburg the Norfolk & Petersburg Railroad connected with the Southside Road, the western terminus of which was at Lynchburg, where it joined the Virginia & Tennessee Railroad, thus forming a through line from Norfolk to Bristol, a distance of 404 miles. These three corporations were subsequently consolidated, and became the Atlantic, Mississippi & Ohio (now the Norfolk & Western) Railroad Company. A glance at the map will show that this great system, with its connections, whose name is Legion, traverses the

THE BRAMBLETON FLORAL COMPANY

Brambleton Ave., Norfolk, Va.

Weddings, Funerals, Dinner Parties,
and all Public Occasions promptly sup-
plied with Choice Flowers, made up in
beautiful designs as ordered.

10,000 Choice Roses.

Flowers or Plants delivered to the Ex-
press Company securely packed. Or-
ders by mail or telephone No. 208.
Orders left at our City Office, 138 Main
St. (E. T. Thomas' Confectionery Store),
will be telephoned and have prompt
attention.

H. C. PERCY, BENJ. REYNOLDS,
Treasurer. Superintendent.

Special attention to Out-of-Town Orders.



E. V. WHITE.

CHARLES SCHROEDER

E. V. WHITE & CO.

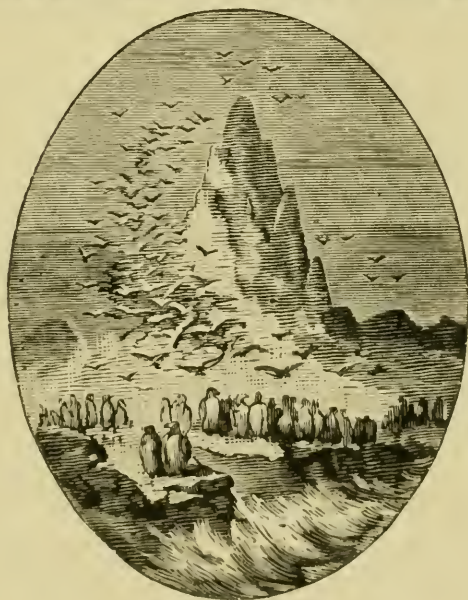
RAILROAD, STEAMBOAT, SAW AND GRIST MILL
MACHINISTS' AND BLACKSMITHS'

TOOLS AND SUPPLIES

Manilla, Bolt and Tarred Rope,
LUBRICATING, ILLUMINATING AND PAINT OILS,
Gum and Leather Belting, Lace Leather, Packing,
LANTERNS, CHAINS (ALL SIZES), EYE BOLTS AND DOGS
FOR RAFTING,

NORFOLK, VA.

THE HODGDON ^{AND} SPENCER CO.
IMPORTERS OF
Peruvian Guano, Kainit, Chemicals, &c.
AMMONIATED FERTILIZERS



NEW !
PERUVIAN GUANO MIXTURE

FOR FLOWERS AND HOUSE PLANTS.

Two lb. Package for 25 Cents.

154 & 156 Water Street,
NORFOLK, VA.

States of Virginia, Tennessee, Georgia, Alabama and Mississippi, and is intersected at several points by other trunk lines leading to all the Western Cities. At Petersburg, too, the Norfolk & Western Railroad connects closely with the Richmond and Petersburg and the Petersburg and Weldon sections of the great "Atlantic Coast Line" system, which affords direct access to all important points North and South. The Atlantic & Danville Railroad, which has its deep-water terminus at Claremont, on James River, and will shortly be completed to Danville, where it will connect with the Danville & New River Railroad, is crossed by the Norfolk & Western Road at Waverly, in the neighboring county of Surry. It is probable that this line will be extended, before long, to Norfolk, passing through Suffolk, and thus opening up to our trade a new and rich section of country.

Suffolk is also the northern terminus of two local Railroads—the Suffolk Lumber Company's and the Suffolk & Carolina. Both these roads are of recent construction, but their beneficial influence upon the trade and commercial importance of our Town is already clearly pronounced. They penetrate Nansemond County in a southerly direction, and tap the rich timber and agricultural district beyond the borders of North Carolina.

It will thus be seen that in the matter of accessibility, Suffolk enjoys abundant advantages, being connected by numerous avenues of transportation with all the Central, Southern and North Eastern States.

"THE LATE UNPLEASANTNESS."

In the War between the States the Town of Suffolk, although subjected to severe and protracted suffering, was not destined to take any conspicuous part. Of course her gallant sons were among the first to enlist for the defence of their State and the Southern Confederacy, but their distinguished services were mostly rendered at a distance from their own homes. In April, 1861, the "Suffolk Continentals" were enrolled as Company B, in the 16th Virginia Regiment. Company A, of the same Regiment, Company I, of the 41st Virginia Infantry, and Company F, of the 9th Virginia Infantry, were also organized in Nansemond County, and produced many a hero and filled many an honored grave during the four dark years of the cruel, unnatural struggle. But the tide of active strife seemed to avoid this pleasant spot, as though impressed with its own unfitness, and the non-combatant citizens were mercifully spared those scenes of anguish and horror that came within the terrible experience of many Virginia towns. Suffolk, however, although her immediate share in the warfare was of a passive rather than a violent character, was, nevertheless, a camp, if not a garrison, during the whole four years' term of hostilities. Prior to the evacuation of Norfolk, which occurred on May 10th, 1862, the Town was occupied by a strong Confederate force, who retired beyond the Blackwater when the news of Norfolk's fall was received. On Monday, May 12th, 1862, Col. Dodge's New York Cavalry rode into the Town and took formal possession. The Mayor, Mr. Benjamin Riddick, waited upon Col. Dodge at the old Washington Hotel, and was assured of protection for all peaceable

citizens, under certain restrictions. After a few hours' delay, Col. Dodge—probably suspecting the proximity of a dreaded “rebel” troop—left the Town, after establishing a system of pickets, and took up his quarters at Jericho, a mile and a half to the eastward, where he was shortly reinforced by General Mansfield's command, which poured into the town and surrounding country by the Norfolk, Portsmouth and Smithfield Roads. The troops remained encamped on the outskirts of Suffolk for a year, to the number of about 50,000.

THE SIEGE OF SUFFOLK.

Towards the middle of April, 1863; while Gen. Peck was in command of the Federal forces in this neighborhood, and the great Confederate hero and patriot, General Lee, was pressing forward toward Chancellorsville, General Longstreet was sent here, with a large body of troops, for the double purpose of obtaining provisions from Eastern North Carolina and of holding the enemy in check, until the important issues pending near Fredericksburg had been decided. The manœuvre was eminently successful in both respects, and it was during the progress of this feint that what is known as the “Siege of Suffolk” occurred. On the 12th of April, Longstreet arrived and menaced the Town, into which had poured the whole Federal Army. It was no part of his design to engage the enemy in battle, so he merely hovered about in a threatening attitude till his end was accomplished, and retreated on the 4th of May. This was the only demonstration of any consequence that occurred here during the war, and resulted in no regular engagement. A few skirmishes were fought, the most important

of which took place at Providence Church, five miles to the North-west of Suffolk, where five or six men were killed. The Confederate flag—so dear to the hearts of her imprisoned people—was never seen in Suffolk after the day on which the enemy made their first appearance in the Town—May 12th, 1862. The citizens were completely cut off from the outer world from that date until after Lee's surrender at Appomattox. During the "siege" it was estimated that as many as 60,000 Federal soldiers were in the Town for three weeks at a time. The residents were for the most part kept close prisoners in their homes. They were allowed few privileges and no means of acquiring information. No article of merchandise, however insignificant, was procurable at the stores without an order from the Provost Marshal. This state of things continued for three weary years. Towards the last there was a good deal of suffering. Many poor people, having neither money nor the means of earning it, were reduced to a condition of great destitution, which their benevolent but scarcely more fortunate neighbors exerted themselves to ameliorate. As the war drew near its close, the Federal troops withdrew from the immediate vicinity of the Town and entrenched themselves about three miles distant, at Bernard's Mill, on the Norfolk Road. Another encampment was made on the Portsmouth Road, at a place called Getty's Station, about 10 or 12 miles from Suffolk. From these points frequent foraging raids were made and the people generally, in town and country, were subjected to numerous and varied annoyances; but they bore up bravely under their grievous burden, and were even enabled, at times, to view the gloomy situation with some degree of resignation,

if not cheerfulness. If Suffolk's sons did gallant service during this trying period, her fair daughters displayed equal heroism in their patient endurance of all the ills and privations incident to their distressing situation, while to *both* are due the tribute of unqualified praise.

“PEACE, GENTLE PEACE.”

Suffolk's experience, when hostilities were finally suspended and the surviving heroes of the “Lost Cause” were at last permitted to return home and resume their peaceful occupations, was common to most of the towns and cities of Eastern Virginia. For some time little was done beyond “reckoning up the cost.” Every man and woman who had not lost a relative was at least minus a friend; property of all kinds had depreciated in value; the once fertile plain had become a barren wilderness; the money issued by the Confederate States had become waste paper and gold was at a ruinous premium; provisions were scarce and dear; credit was annihilated and financial stability meant nothing; in short the whole Southern Country was ruined, for the time being. But there were still some Suffolk people left—enough to start a little world with—and they of the right kind. Courage, fortitude, industry and perseverance were their leading characteristics, then, as now, and various commercial enterprises, some of which have survived and prospered to this day, were inaugurated before the echoes of the conqueror's retiring footsteps had fairly died away. Trade of all kinds was speedily revived and the neglected soil was once more “with verdure clad.” The Town of Suffolk, and the many advantages she offered, soon attracted such

favorable attention that she more than doubled her population in the decade between the years 1870 and 1880. She has had her full share of misfortune to contend with—panics, fires, “hard times,” and the like—but it is not too much to say that to-day she is as happy and prosperous as any town of her size in the Land of the Sunny South, if not in the whole of the United States. Faithful statistics and official figures in support of this statement will be found scattered through the pages of this little volume, which is, of itself, irrefutable evidence of the liberal, enterprising and public-spirited character of the People of Suffolk. Pope possibly had this town before his mental vision—although the record of his visit here has not been preserved—when he wrote the following pointed couplet:

Reason's whole pleasure, all the joys of sense,
Lie in three words—health, peace and competence.

TRANSPORTATION LINES.

In 1867, when the tumult of the terrible civil strife had hardly subsided, and Virginia lay crushed in spirit and bankrupt in resources, the Old Dominion Steamship Company was established in succession to the old New York & Virginia Steamship Co., and has, since that date, gradually increased in wealth and favor until it has become one of the most substantial and influential corporations in the country. Its magnificent fleet of ocean steamers ply between New York and Richmond, calling at Norfolk and City Point, while the fine steamboats of the Company are to be met with on all the principal rivers of Virginia and North Carolina. This enterprising Company

Established in 1875.

PARKER & HARRELL,
Photographers and Dealers in Picture Frames
PICTURE FRAME MOULDINGS,
CHROMOS, BRACKETS, HAT RACKS, BOOKSHELVES, &c.
WASHINGTON SQUARE, SUFFOLK, VA.

CAUSEY & JORDAN,
DEALERS IN
DRY GOODS, NOTIONS, CLOTHING
HATS CAPS,
BOOTS, SHOES AND GENERAL MERCHANDISE,
SUFFOLK, VA.

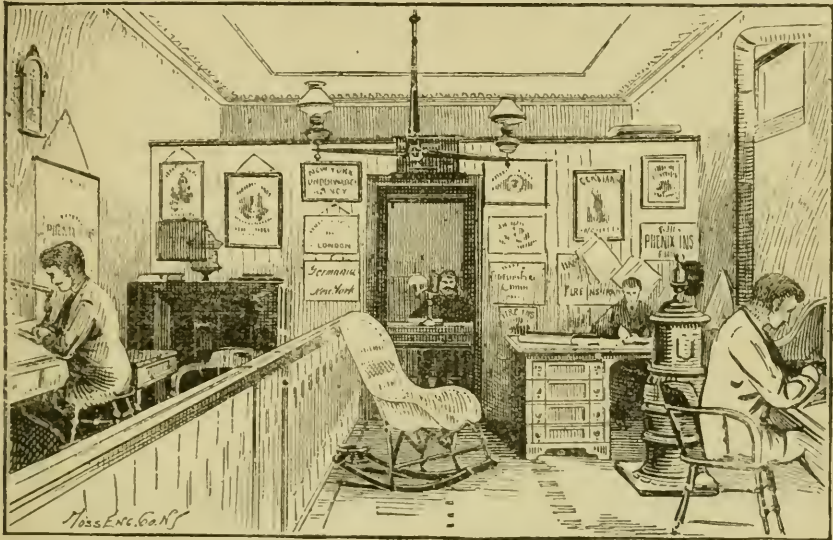
H. P. PINNER,
LIVERY, SALE AND EXCHANGE
STABLES,
RIDDICK STREET, SUFFOLK, VA.

A good assortment of Western Horses and Mules always on hand.

L. M. TEBO,
BUILDER AND CONTRACTOR
SUFFOLK, VA.

PLANS AND ESTIMATES FURNISHED ON APPLICATION.
ORDERS SOLICITED AND SATISFACTION GUARANTEED.

S. R. DUNN,
AGENT,
Office: Main Street, SUFFOLK, VA.



**FIRE, LIFE, ACCIDENT AND MARINE
 INSURANCE**

Effectuated for any amount in the following English, German and
 American Companies :

Liverpool and London and Globe, of Eng.	Agricultural, of New York.
Phoenix, of England,	Germania, of New York,
Commercial-Union, of England.	Fire Association, of Philadelphia,
Hamburg-Bremen, of Germany,	Petersburg Savings and Insurance Com'y,
New York Underwriters' Agency,	Phoenix, of Brooklyn, N. Y.,
Fidelity and Casualty Co., of New York,	Virginia State, of Richmond, Va.
Washington Life, of New York.	

All Losses Promptly Paid at my Office.

Capital and Assets Represented, \$150,000,000.

BRANCH OFFICES, PORTSMOUTH AND FRANKLIN, VA.

Remember it is always best to insure your property at a Regular Insurance Office,
 where the interest of the insured will be properly cared for in event of loss.

Fair Rates, First-Class Companies and Strict Attention to Business
 is my Motto.

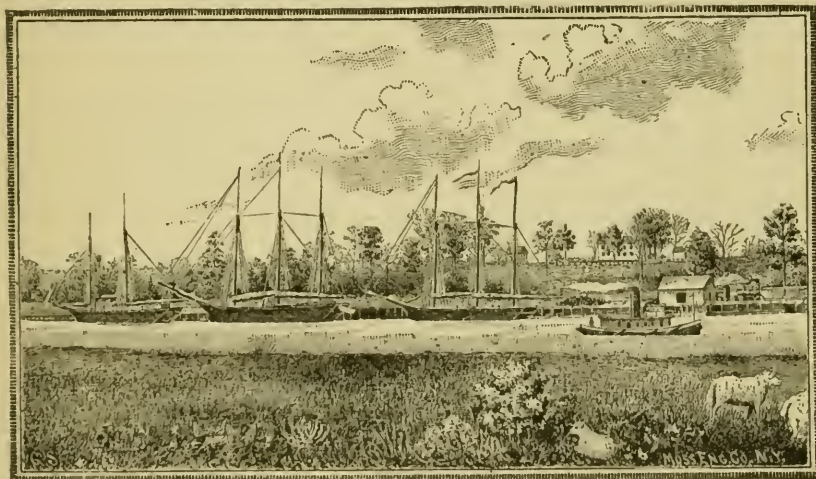
runs a daily boat for passengers and freight between Norfolk and Suffolk, calling at all landings on Nansemond River. From Norfolk the distance to New York is 285 miles, and the steamers of this line generally make the trip in twenty-four hours, with great regularity. The passenger accommodations of the Old Dominion Steamships are of the most luxurious character, and during the Company's career of nineteen years not a single life entrusted to its care has been lost.

The Nansemond River Line also dispatches a passenger and freight steamboat every Monday, Wednesday and Friday from Suffolk to Norfolk, returning to Suffolk every Tuesday, Thursday and Saturday, and calling at all the intermediate landings. This line was established a year ago and carries freights from all points on the Suffolk & Carolina and the Suffolk Lumber Company's Railroads.

The Baltimore Steam Packet Company (Old Bay Line) owns and operates what have justly been called the "Palace Steamers of Chesapeake Bay"—a truly magnificent line of steamers, adapted to a high rate of speed, beautiful in form, substantial in construction and furnished sumptuously. With travellers this line has long been one of the most popular in the country, as it affords a most delightful break in the monotony of a long railroad journey between the North and South, without loss of time or other inconvenience. The Bay Line Steamers connect at Portsmouth with the Seaboard & Roanoke trains, thus offering another direct avenue and outlet for Suffolk. It will be seen, therefore, that in the matter of transportation facilities, the Town and Port of Suffolk is unsurpassed by any other of its size and importance in any part of the country.

THE SUFFOLK & CAROLINA RAILROAD CO.

This Company was organized under the laws of Virginia and North Carolina, in 1884, as follows : *President*, Chauncey Brooks ; *Secretary and Treasurer*, W. H. Bosley ; *Directors*, Chauncey Brooks, W. H. Bosley, W. N. Camp, Chas. F. Pitt, Jr., John S. Gittings and S. P. Ryland, Jr. The importance of this line, as a feeder to Suffolk's trade, can hardly be



RIVER FRONT PROPERTY OF SUFFOLK AND CAROLINA R. R. CO.

estimated. It opens up an entirely new country, through which produce was formerly hauled 25 or 30 miles to the point of shipment. It extends now from Suffolk, its northern terminus, to Sunbury, North Carolina, a distance of 22 miles, whence it is contemplated to extend the road to some convenient point on the Chowan River, 12 miles further, where direct communication will be opened, by water, to all the rivers and

sounds of North Carolina, and thence to the whole world. The purpose of the Company is to connect Nansemond River, at Suffolk, with Chowan River and Albemarle Sound, and contracts are now being made with a view to completing the work by the coming fall. Over this road there is now a daily passenger and freight service. There are already three large lumber mills situated on the line, and others are in course of construction. Lumbermen would acquire incalculable advantages by locating their mills at the Chowan River terminus, and shipping their produce over this road to Suffolk, by which means they would avoid the risk of breaking-up which always attends log-rafts crossing the open waters of Albemarle Sound, and the still greater risk of losing their logs by sinking, after they have been lying for any length of time in the water awaiting the making up of the raft, and being afterwards towed a long distance to the saw-mill. They would also find it cheaper to send their sawn lumber this way than to tow it to any other distributing point to be manufactured.

The soil of Southern Nansemond and of Gates, Chowan and Perquimans Counties, through all of which the Road runs, are extremely fertile and peculiarly adapted to the growth of early "trucks," being 8 to 10 days in advance of the seaboard counties. Enterprising "truckers," therefore, who located along this line, where the land is very cheap, could certainly do well, as the Company would naturally give them every advantage and encouragement.

The completion of this road will also afford extraordinary facilities for the development of the important fish interest on the Chowan River, which is distant from Suffolk only 34 miles.

Owing to the numerous and excellent avenues of transportation, by land and water, centring at Suffolk, fish caught in the Chowan River at 3 P. M. could be put on the markets in Baltimore, Philadelphia and New York the following morning in time for breakfast. The journey from Chowan River to Suffolk will occupy an hour and a half, instead of 8 or 10 hours now necessary to accomplish it by the quickest available route. Passengers leaving Chowan River and Albemarle Sound, via the Suffolk & Carolina Railroad, will be able to go to Norfolk and return the same day, with several hours to spare for the transaction of business. Since reaching Sunbury, N. C., this road has carried large quantities of cotton and other freight, and its full capacity was taxed this spring in handling lime, phosphates and other fertilizers.

The Company possesses ample capital for its present requirements, and also for the prosecution of its contemplated extensions and the general development of its vast property, which includes, at its Suffolk terminus, a mile of splendid water-front on Nansemond River, running back a considerable distance on Shingle Creek. This is by far the best and most accessible water-frontage in this neighborhood, and persons desiring to establish their business in Suffolk should by all means get a location on the Company's valuable property. In fact, the opening of the Suffolk & Carolina Railroad has revealed enormous possibilities for industrial enterprise at this point, and it is very unlikely that such favorable opportunities will fail to attract capital to our Town.

THE LAST GREAT FIRE.

Besides innumerable individual losses, of more or less consequence, sustained by the people of Suffolk through the ravages of the fiery element, the devoted town has been visited on three occasions by wholesale and disastrous conflagrations, each of which has almost entirely destroyed the principal business quarter and created temporary consternation among all classes of the community. The first of these was the malicious and cruel work of the British Invaders in 1779; the second occurred in 1837, and was the result of accident; the third and last, also accidental, happened just a year ago, and its traces are not yet completely obliterated or removed. On the 7th of June, 1885, at 11 o'clock P. M., fire was discovered in a wooden shed, used as a store-room by Messrs. Hall & Holt, Furniture Dealers, on the South side of Washington Square. The alarm was promptly given, but before anything could be done, the wind, which was blowing stiffly from the South, had carried the flames to the ware-room of Messrs. Darden & Eley, which was soon burning fiercely. The engine was powerless to arrest the progress of the devouring fire—fanned and encouraged by its sister element, the wind—and it was soon evident that the business portion of Suffolk was doomed. The next victim was the handsome dry goods store of Mr. James R. Baker, on the North side of the Square. Then followed a scene which beggars description. Men rushed into their places of business, bent on saving such valuables as they could find, and often remaining there until driven out by the scorching flames. The fire spread rapidly East and West, and in what seemed but a few minutes every house on the Square had dis-

appeared, except the store of Mr. A. S. Eley, the Exchange Hotel and the store of Mr. John F. Pinner, on the corner of Riddick street. At exactly midnight the flames mounted the cupola of the Suffolk Hotel, in which stood the town clock, and the gilded hands and figures, now brilliantly illuminated, showed the hour to the excited crowd. Figuratively, as well



WHERE THE FIRE WAS STOPPED ON MAIN STREET.

as literally, it was the "noon of night" for poor brave little Suffolk, and no man could foresee the extent of the threatened calamity. Having reached the corner of Washington Square and Main Street, the fire took a northerly course down the last named thoroughfare, swallowing up all the houses in its path till it reached the residence of Mr. A. S. Eley, who here made a

most determined and systematic fight, which eventually proved successful in arresting the progress of the conflagration. Meantime the other wing of the fire had spread Westward up Kilby Street, devouring in its course the Suffolk Hotel, the old Washington Hotel and the splendid stables and residence of Mr. George W. Nurney. Besides the heavy pecuniary loss to the Town and the people, all business operations were for some time necessarily suspended, for the area wherein the commercial heart of Suffolk had been wont to beat was now a heap of smouldering ruins, upon which the stricken community could but gaze with grief and dismay. But it is at such a time as this, that men show to the world of what metal they are made, and Suffolk took this opportunity of adding new lustre to her glorious record, for it was soon apparent that her plucky people were not to be beaten—even by the most cruel and destructive of all known forces. Before the flames had been fairly extinguished, every vacant store and shed in the town had been engaged, and even the parlors of many residences had been converted into the temporary abodes of trade. Rebuilding was begun almost immediately, and has been pursued actively until the present time—handsome brick structures in many cases taking the place of antiquated wooden ones, and the already handsome stores being replaced by others still more imposing. In short, it may safely be stated in the case of Suffolk, as in similar ones which could be cited, that what at first appeared a dire and irreparable disaster was speedily converted, by the courage and energy of the sufferers themselves, into a real and permanent benefit; for the new buildings have been constructed of more substantial and less

combustible materials than their predecessors, the streets and side-walks have been widened and repaved, and a vastly improved and beautified Suffolk has arisen from last year's *debris* under the busy hands of numerous workmen.

ATTRACTIVE HOMES.

There is no district in the United States that offers greater inducements and advantages to immigrants of all classes—native and foreign—in search of cheap and attractive homes, than the Town of Suffolk and the fine agricultural and timber lands of which it is the natural centre. Its mild, healthy and equable climate, exempt from the extremes of heat and cold, its excellent and numerous channels of transportation by land and water, the fertility of its soil and the diversity of its crops, together with other blessings which might be enumerated, seem to point to this neighborhood as specially suited for the profitable exercise of that natural thrift and enterprise which characterize the Northern, Western and European farmer. Many of this class are settled in Nansemond and the adjoining counties, where they are highly esteemed and cordially welcomed.

The products of this favored region are numerous and varied, including corn, wheat, oats, peanuts, cotton, potatoes and early vegetables for the Northern markets. "Trucking" has proved a very profitable industry, and nearly half of Nansemond County is thus cultivated. The land, after the removal of the "truck crops" is immediately utilized for subsistence supplies, such as orchard grass, pea-vine, hay, &c., thus securing two distinct and valuable crops off the same land in each year.

In addition to the land already under cultivation in the district tributary to Suffolk, an immense new area is rapidly becoming available along the lines of the Suffolk & Carolina and the Suffolk Lumber Company's Railroads, and the value of property is advancing with proportionate rapidity. These railroads were opened with the primary object of developing the great lumber interests of the section by which they are traversed. As this work progresses and the timber gradually disappears from the rich soil which gave it birth, the plow will take the place of the axe, and the forest, having fulfilled its appointed mission, will be succeeded by the corn-field and meadow. These lands can now be secured at a very low figure, and purchasers would be certain to make handsome profits upon their investments.

THE SUFFOLK MANUFACTURING CO.

This Company was organized in October, 1885, for the purpose of manufacturing Cotton Yarns, Warps, Twines, Bats, &c., and has so far met with complete success, which promises to increase as time goes on. The mill is situated on the line of the Norfolk & Western Railroad, a hundred yards or so from the depot, and the raw material from which its products are manufactured is mostly grown in this immediate district. The Company therefore enjoys extraordinary facilities for conducting its business economically, having direct access alike to the source of its supply and to the markets in which its productions are disposed of. The latter find a ready sale in Baltimore, Philadelphia, New York, Richmond and Norfolk, and the mill is kept busy to its full capacity in order to meet the

demand. The mill now works something over 1,200 spindles and gives employment to 30 hands. Its capacity, however, will soon have to be enlarged, if the orders continue to multiply as they are doing at present. The officers of the Company are : T. P. Baldwin, President ; Charles Cugle, Secretary and Treasurer, and Thomas W. Smith, Superintendent. The



THE SUFFOLK MANUFACTURING COMPANY'S COTTON MILL.

mechanical department is under the supervision of the foreman, B. F. Barnes, a practical spinner and machinist. The gratifying success with which this experimental enterprise has met will no doubt attract the attention of capitalists at a distance, and lead to the formation of other companies for similar purposes ; and there seems to be no good reason why Suffolk

should not shortly become an important cotton-manufacturing centre.

BANKING.

Suffolk is under no necessity for any exceptional banking accommodations, for the reason that she is not—like Norfolk, for instance—a great seaport requiring large advances of cash for the purchase of whole crops of cotton, or for other similar purposes. On the contrary, our merchants and manufacturers rely, to a great extent, upon their own capital for carrying on their business, and the bank is not liable to be called upon for any heavy discounts, but serves rather as a depository and collecting agency than as a mere money lender. It thus happens that the Farmers Bank of Nansemond, which is the only financial institution in Suffolk, although kept busy all the year round, is quite able to transact all the business that seeks it and to meet all possible demands upon its ample resources. Among its officers and directors are some of the leading capitalists, merchants and professional men in Suffolk, and it can boast—as very few banks in the United States can—that its surplus is fifty per cent. larger than its capital stock.

INSURANCE.

To the nervous person in moderate circumstances, regardless of age, sex or occupation, there are few things capable of yielding such solid comfort as the possession of a sufficient Policy of Insurance—fire or life—with a first-class Company. Indeed, no prudent man will leave his property unprotected against the risk of fire, or his family unprovided for in the event of his death, when a trifling outlay, in the form of

premiums, will absolutely secure him against pecuniary loss—possibly ruin—and his family, after he is gone, from poverty. When a man's property, whether it be his factory, store or dwelling house, is covered to its full value by reliable insurance against the accidental spark or the malice of the incendiary, the peal of the fire alarm is robbed, to his ear, of half its customary terrors, for it awakens in him no dread of personal disaster; and when he knows that immediately upon his death those nearest and dearest ones who now depend upon him for support will receive a sum of money sufficient to guard them at least against want, if not enough to supply them with their accustomed comforts, his last days are unclouded by those tortures of apprehension which would otherwise necessarily assail him.

As in business transactions generally, so in the matter of fire or life insurance, the wise man will have no dealings with other than sound and respectable companies, and there are so many of this class represented in Suffolk, each offering some special advantage or attraction, that the intending insurer is puzzled to make a selection, while he would be perfectly—perhaps equally—safe with all. Nearly all first class Insurance Companies doing business in the United States are represented in Suffolk by their Agents, and their aggregate capital and assets amount to scores of millions of dollars.

Risks and possible evils of all kinds should be continually provided against, as a matter of business and as a matter of principle, and every uninsured person who estimates his property as worth protecting, and his family as worth providing for, will remedy the omission as speedily as possible by taking out policies, according to his means, on his life and worldly possessions.

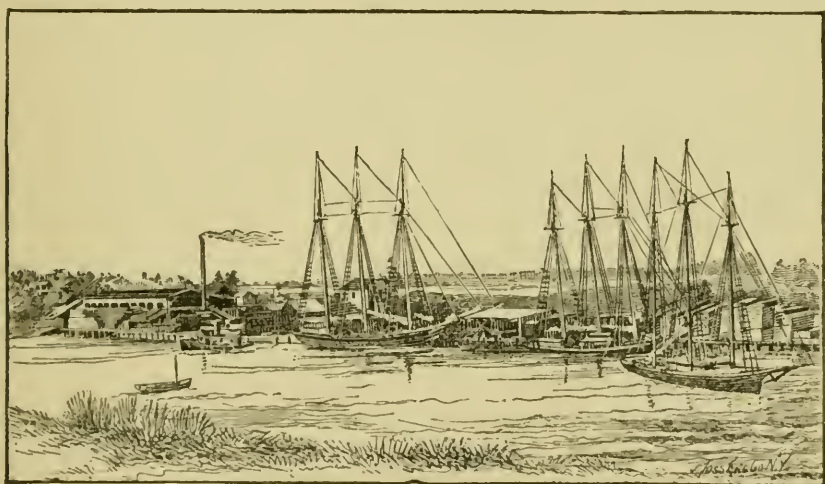
EDUCATIONAL ADVANTAGES.

Any attempt to advance original ideas upon the momentous question of Education, which is now universally admitted to be one of paramount importance in every civilized and progressive community, would but weary the reader, and at the same time prove a lamentable failure ; for the subject has been worn almost threadbare by the preachers and lecturers, commentators and statesmen, of many generations, and is still, as it is probably destined to remain, an unsolved problem. But it is gratifying to know that our own people enjoy exceptional advantages in their efforts to secure this "pearl without price," and that the system in force here is as perfect and efficacious as any that has as yet been discovered. Besides the Public Schools, Suffolk numbers among its scholastic institutions several private Seminaries of the very highest order, for boys and girls. Virginia has always been famous for the number and high rank of her Schools and Colleges, and Suffolk has done her full share towards establishing and maintaining this enviable reputation. The Town is eminently adapted to institutions of this kind, for, in addition to the excellence of the education they afford, the climate is extremely healthy, and the society as genial and refined as any in the land.

LUMBER.

Even in the "Olden Times," and long before the application of steam-power to mechanical purposes, or the invention of machinery—as the word is now understood—Suffolk was famous all over the seaboard States, and at some foreign ports besides, as a depot and manufacturing point for this

great product of the forest. The name "lumber" was used generically in those days, and comprised saw-logs, sawed and split timber, staves, shingles, laths, &c.—articles which it is becoming customary to classify separately, applying the original and comprehensive term to only the issue of the saw-mill. For many years the principal feature of this trade in Suffolk was the preparation of juniper and cypress shingles in the Dismal



THE GAY MANUFACTURING COMPANY'S LUMBER MILL.—See page 105.

Swamp, and their shipment at Suffolk to the northern markets. Gradually this business dwindled away till it was almost abandoned, and one of our most important industries seemed to have died out. The vital germ was still here, however, and during the past few years the Lumber interest has sprung up again with an activity which bids fair to atone for the time previously lost in its development. Two railroads have been

built mainly with a view to opening up the fine timber lands lying to the south of Suffolk, and between the Nansemond River and Albemarle Sound. In connection with these railroads several large saw-mills are in busy operation, and others, still larger, will shortly be constructed. These roads, moreover, will very soon be extended to convenient points on the Chowan River, passing through some of the finest forest lands in the country, and affording access to an almost inexhaustible supply of excellent lumber. In addition to the saw-mills above alluded to, we have large planing mills thoroughly equipped with modern improved machinery for the manufacture of door and window-frames, brackets, mouldings, and all other builders' materials contrived from wood. It is certain, also, that very few towns in the United States afford greater facilities for the profitable manufacture of lumber than Suffolk, for the obvious reason that, owing to the cheapness of land and labor, it could be sawed and dressed here and shipped to any part of the country, by land or water, ready for use, for much less money than it would cost to deliver it at the same point in its rough condition and manufacture it there. Now that the lumber trade has been revived here with so much energy and such splendid prospects, there are good grounds for predicting that it will attract outside brains and capital and achieve still greater things in the future. Including the two railroads chiefly devoted to its interests, the amount now engaged in this branch of industry centring in Suffolk cannot be far short of \$1,000,000.

THE GAY MANUFACTURING COMPANY—LUMBER MANUFACTURERS.

(See Engraving on page 103.)

Among the many enterprises which, during the past few years, have marked the revival of Suffolk's Trade and increased her commercial importance, the Gay Manufacturing Company, with its various present and prospective interests, may be justly regarded as occupying a foremost position. It was re-organized in April, 1884, and is now one of the largest employers of labor in this and the adjoining counties. Its present officers are: W. N. Camp, President; Chas. F. Pitt, Jr., Secretary; Geo. L. Barton, Treasurer; W. N. Camp, Chas. F. Pitt, Jr., John S. Gittings, S. P. Ryland, Jr., Chauncey Brooks and W. H. Bosley, Directors. The offices of the Company are at the Suffolk Mill, which is situated on the North side of the river, and occupies, with its lumber yard, an area of about five acres, having an extended river-front, with deep water, and ample wharfage accommodation for its enormous business. This mill alone has a daily capacity of 30,000 feet of lumber, and gives employment to about fifty hands. The logging business of the Company in this County (Nansemond) and in Gates County, N. C., employs as many more. The Company owns another mill near Cypress Chapel, Nansemond County, with a daily capacity of nearly 15,000 feet of lumber, where thirty-five hands are employed. In addition to these they control a smaller mill, in the same neighborhood, with a capacity of 10,000 feet and an average of twenty-five hands. Their present business, therefore, turns out daily about 55,000 feet of lumber, besides large quantities of fire-wood, and gives steady employ-

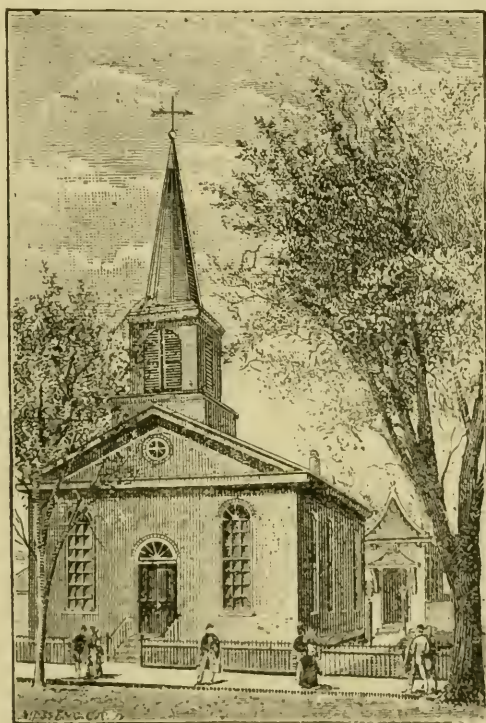
ment to over 150 hands. But this is not all. They are now erecting a new mill, near Sunbury, N. C., which will have a daily capacity of 60,000 feet of lumber and give work to 150 hands. The Stearns Manufacturing Company, of Erie, Pa., have been awarded the contract for the machinery, which will be of the most approved kind and will comprise the great modern invention, Wilkins' Patent Balance Gang. The yield of this mill will come over the Suffolk & Carolina Railroad to Suffolk, which will be the distributing point of this whole immense business. The Gay Manufacturing Company has also purchased large tracts of fine timber land not only in Nansemond but also in Gates, Chowan and Perquimans Counties, North Carolina, as well as the standing timber on other tracts. With abundant capital and long practical experience, a great future may safely be predicted for this enterprising Company, while there can be no question as to its beneficial and stimulating influence upon the industrial and commercial interests of Suffolk.

THE LOCAL PRESS.

The first newspaper ever published here was the *Suffolk Intelligencer*, which made its appearance on the 4th of January, 1849. John R. Kilby was its Editor and Proprietor and its political bias was favorable to the old Whig party and principles. A year or two later David J. Goodwin launched the *Southron*, which was purchased in 1852 by A. W. Starke and became the *Nansemond Enquirer*. The *District Republican* was established in the same year (1852) by Richard L. Brewer, with Ogilvie Byron Young as Editor.

The *Christian Sun*, of which the Rev. W. B. Wellons was

Editor and Proprietor, was brought to Suffolk in 1855 from Raleigh, N. C., where it had been previously published. Dr. Wellons remained at its head till October, 1876, when it became the property of the Rev. J. T. Whitly and D. B. Dunbar, by



CHRISTIAN CHURCH.

whom it was jointly edited. Mr. Whitly was succeeded by the Rev. W. T. Walker, as Editor, the paper becoming the property of Mr. Dunbar. The last named gentleman sold out to the Rev. J. P. Barrett, who took the paper back, in July, 1882, to Raleigh, N. C., where it is still published.

In December, 1879, the *Examiner* was established by Messrs. Briggs, Causey & Rawles, who continued its publication for about thirteen months.

The *Suffolk Herald* was founded on January 1st, 1873, by Dr. Thomas E. Cropper, Editor and Proprietor. In the following March it was purchased by Thomas G. Elam from Dr. Cropper, who, however, continued the editorial work until April 11th, when Junius A. Coleman assumed editorial charge. On January 1st, 1874, Mr. Elam became Editor, assisted by Mr. Coleman in the local department. A year later (January 1st, 1875,) Mr. Elam sold a half interest in the *Herald* to Dr. James B. Campbell, and it was published for a year by Elam & Campbell. On January 1st, 1876, Mr. Elam disposed of his entire interest to Dr. Campbell and E. E. Hathaway, by whom it was published for six months, when Mr. Elam bought back Dr. Campbell's interest, and the paper was published from that time (July 1st, 1876,) by Elam & Hathaway, until January 1st, 1878, when the *Herald* became once more the sole property of Thomas G. Elam, who remained its Proprietor and Editor till January 1st, 1886, on which date he sold out to J. E. Booker, who had been the Business Manager for the previous seven years, and is now the Editor and Proprietor,

The *Herald* is now the only newspaper published in Suffolk. It enjoys a large circulation throughout Nansemond and the adjoining counties, in both Virginia and North Carolina, and is widely esteemed as an excellent advertising medium. In politics it is entirely independent of party control, but its opinions are Democratic. In connection with the *Herald* is a large and well equipped Job Printing Office, which is under able

management and forms an important branch of the establishment.

CARRIAGE FACTORIES AND LIVERY STABLES.

One of the first things noticed by an observant visitor to a strange town is the number and style of the vehicles moving upon its thoroughfares, and it may be stated, without boasting, that in this respect Suffolk will compare favorably with any other Southern Town. The reason for this is easily explained. Among our most enterprising citizens are the manufacturers of and dealers in Carriages, Buggies, Wagons and Harness, and the proprietors of the Livery, Sale and Exchange Stables. Every variety of equipage can be procured here, of the finest quality and at most reasonable prices, while the magnificent specimens of horse-flesh to be seen on our streets at all times have attracted the attention of dealers in distant parts of the country, and Suffolk horses are in demand even in New York. From \$40,000 to \$50,000 is engaged here in the Livery business, and the Carriage Factories, which also deal in Iron and Carriage Material of all kinds, employ about an equal sum. The Livery Stables are always well supplied with carriages, buggies and saddle horses for hire, as well as large assortments of horses and mules for sale and exchange.

In regard to the special branches of trade now under review, the Town is remarkably fortunate and the most fastidious need not go beyond Suffolk to obtain a turn-out stylish enough for the Avenues of the Metropolis.

W. N. McANGE,
SUFFOLK, VA.

PLANTER, PACKER AND SHIPPER OF

FRESH OYSTERS

PACKED IN EVERY STYLE

AND SHIPPED IN ANY QUANTITIES FROM ONE
TO ONE THOUSAND GALLONS.

Facilities Unsurpassed in Virginia.

44,000

**Bushels Fine Old Plants on My Own
Planting Grounds.**

The Express and Railroad Company's books show that I ship three-quarters of the entire Bulk of Oysters shipped from this point. I OWN MY OWN VESSELS AND PLANTING GROUNDS, thus giving my customers oysters direct from their native beds and guaranteeing them a full supply in all kinds of weather.

Correspondence Solicited. No trouble to answer letters.

W. N. McANGE,
Foot of Main Street, Suffolk, Va.

OYSTER PACKING.

This business which now occupies front rank in Suffolk's industrial enterprises, was inaugurated here, on a very small scale, about the year 1860. Almost immediately afterwards the War between the States broke out, and the Oyster Trade was crushed in its infancy. But the experiment had proved most encouraging, and when peace was restored the business was revived by Mr. H. D. Cooper, Agent of the Seaboard & Roanoke Railroad, who may be regarded as the pioneer Oyster



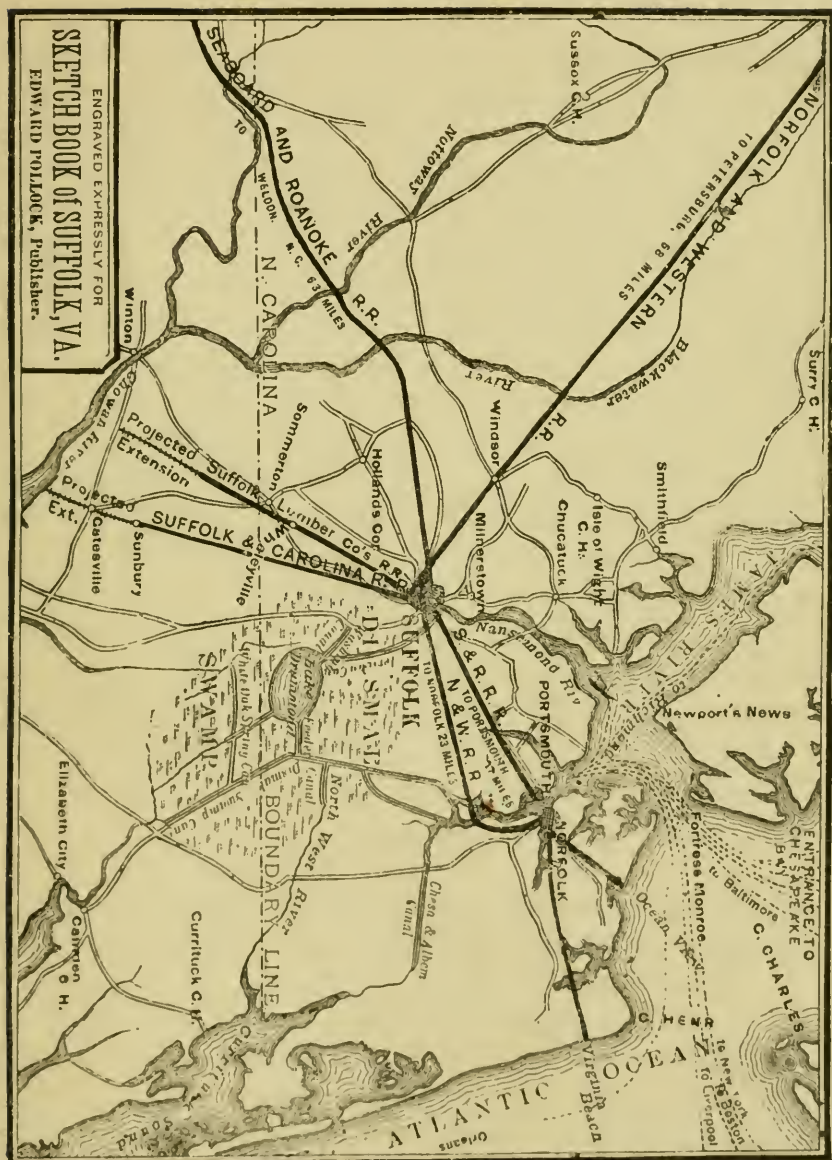
W. N. McANGE'S OYSTER PACKING ESTABLISHMENT.

Packer of Suffolk. In 1869 another establishment was founded. At this time the business was almost strictly confined to what is technically known as the "Bucket Trade"—that is, the oysters were opened here and shipped away in pails holding from two to ten gallons. As the demand increased the "Barrel Trade" came into vogue, and large quantities of oysters were shipped away in their shells—both branches of the trade being now freely engaged in. The bulk of the Oyster Business of

Suffolk is in the hands of two houses, who, together, sometimes open as many as 65,000 bushels of oysters in a year. There are several small houses also engaged in the business, which swell the total annual capacity of the port to about 75,000 bushels. This enormous yield is distributed far and near throughout the whole extent of the country, the "barrel trade" going chiefly to Boston, New York, Philadelphia, Baltimore and other Northern markets, and the "bucket trade" supplying those of the Carolinas, Georgia, West Virginia, Kentucky, Tennessee, Ohio and Mississippi. The two large houses which control the trade own extensive oyster beds on the Nansemond River Flats, eighteen or twenty miles below the Town, the "plants" being obtained from the famous beds of James River and Hampton Roads. These establishments own a large fleet of sloops, which are constantly engaged, during the season, in "tonging" the oysters from the beds and transporting them to the Suffolk warehouses, where they are opened or barrelled for final shipment. The shells are disposed of to be burnt and converted into agricultural lime. The Oyster Packing Trade of Suffolk employs a capital of about \$50,000. As an oyster-depot, Suffolk possesses advantages over any other port in Virginia, for the reason that oysters can be procured in the Nansemond River during the stormy seasons when Hampton Roads and Chesapeake Bay would be hardly navigable to small craft.

BRICKS.

Prior to 1883 the Brick manufacturing Industry in Suffolk was unimportant when compared with its present status. Up



to that time there was only one brick-yard in the neighborhood and its average yield did not exceed 300,000 bricks a year. Its methods were primitive and its products comparatively inferior. There are now two large "mills" engaged in the business and both are supplied with the best steam appliances and machinery. Their combined annual out-put is over 2,000,000 bricks, the quality of which is unsurpassed for excellence. Experts from Baltimore and elsewhere have pronounced the Suffolk clay to be as fine as they have ever seen. The bricks manufactured here are mostly sold in this vicinity. They are worth from \$7 to \$10 per thousand and have lately been in brisk demand consequent upon the large number of stores and residences going up to replace those destroyed by last year's conflagration, and the unusual amount of building in progress elsewhere in and around the Town. About \$12,000 to \$15,000 is engaged in this branch of industry, which also gives steady employment to about thirty men. It is the means of distributing a good deal of money among the neighboring farmers in the purchase of fire-wood, about 1,000 cords of which is consumed in the course of a year, besides many tons of coal.

DRY GOODS, NOTIONS, CARPETS, &c.

What pen, especially if it be of the masculine persuasion, shall attempt to depict the wonders of that "Woman's Paradise," a first-class Dry Goods Store, a mere catalogue of whose ordinary stock would fill many a close-writ page! Let not the reader's heart be troubled, for the attempt is not about to be made. Suffice it to say that Suffolk can show as handsome and well-stocked establishments devoted to this particular

branch of merchandise as any town of double its size in Virginia or elsewhere in the South. They carry large assortments of Dry Goods, Notions and other kindred commodities. The wholesale departments do a very satisfactory business which is mostly confined to this section of Virginia and North Carolina; but the area covered by this trade is gradually being extended. Most of our Dry Goods houses are also supplied with full lines of Carpets, of all descriptions and the products of all lands, as well as mats, rugs, druggets, and other similar wares. All their goods are guaranteed not to exceed Northern prices. The capital engaged in the Dry Goods Trade, and those affiliated with it, is necessarily very large, and the sales for the year 1885 are estimated to have reached \$250,000 or \$300,000.

GROCERIES AND GENERAL MERCHANDISE.

Suffolk is conservative enough to adhere to many a time-honored custom, among which is that of combining the grocery trade with what might be called general merchandise; that is to say, the customer who visits a store to purchase sugar or coffee or flour can usually be suited at an adjoining counter with clothing, hats, boots and shoes, hardware, and almost anything else he may need for ordinary domestic purposes—and *vice versa*. The dealers in general merchandise are also, to some extent, commission merchants, and receive large quantities of grain, bacon and other country produce for sale, or in exchange for other goods. An open account is frequently kept by the neighboring planter with the general merchant, who advances what goods, fertilizers and money may be required by his customer from harvest to harvest. It will be seen that considera-

ble capital is required to carry on a business of this kind, and it is estimated that nearly \$250,000 is employed in it by our General Merchants, than whom a more sound, solvent and successful body of business men, in proportion to the population they supply and the amount of capital involved, cannot be found elsewhere in the South. The Merchandise Broker is affiliated with and auxiliary to the grocery trade, and the Suffolk representative of this class deals directly with the leading houses of Chicago, Cincinnati, New York, Boston and Philadelphia, on specially advantageous terms.

FERTILIZERS.

During the past few years the demand for fertilizers has been far in excess of the supply of natural guano and manure, and has led to its manufacture on a very large scale. In the newly and sparsely settled Territories of the West, where the land has been under cultivation for a comparatively short period, the need of an artificial stimulus to the soil has as yet been little felt, but in the East it has become indispensable. The ground has been tilled by succeeding generations until its nourishing power is exhausted and requires periodical and systematic renewing to render it once more fertile and productive. Especially is this the case in Eastern Virginia, the Carolinas and other States where the "trucking" business is extensively carried on, and where cotton, peanuts, grain and tobacco are the staple crops. The richest soil can only supply a certain limited amount of nutrition to the vegetation it sustains, and when that nutrition has been exhausted by overcropping it must be restored, either by the slow process of natural recuperation or

else by such artificial means as science may suggest and experience approve. The latter alternative obviously commends itself to the practical planter and farmer, and the result is that artificial fertilizers are now in almost universal use among agriculturalists in the Eastern States. "Shell lime," which is prepared by simply burning and pulverizing oyster shells, is manufactured here in large quantities, and is a valuable though inexpensive aid in restoring to the impoverished soil its original elements of plant-food. Special crops, however, are found to need special treatment, and various brands of fertilizers and guano mixtures have been formulated to meet the peculiar requirements of each. Horticulturalists, florists and the owners of private conservatories also find the use of these mixtures to be of the greatest advantage; and every lady whose hyacinths and other house plants bear testimony to her own refined taste, while enhancing the charms of her already attractive "establishment," would do well to study the effects of these artificial assistants in her own household.

FURNITURE, &c.

This trade, combined with that of Undertaking, has assumed much importance in Suffolk of late years, and now employs a cash capital of about \$15,000. Our furniture ware-rooms contain large and varied assortments of stock, and every taste and every pocket can be suited, at factory prices, whether the articles be required for parlor, dining-room, chamber, office or school. The people of Nansemond and the adjoining counties of Virginia and North Carolina find this a most advantageous market at which to make their purchases,

and each year brings increased business to our dealers. Here, as in other places, there is occasionally to be met with a man who refuses to acknowledge genuine excellence unless he has himself imported it from some distant market, but experience has taught the great majority of consumers that it is more economical, as well as infinitely more satisfactory, to deal with merchants whom they know personally and meet every day—reliable and responsible business men—who are always accessible when, through some accident or unsuspected flaw, a guarantee would have to be made good.

DRUGS, PAINTS AND OILS.

The business done in these important commodities in Suffolk is much more considerable than would be supposed by the uninitiated, and employs in the aggregate a capital of about \$35,000. The stocks kept by the establishments engaged in this branch of trade are large and varied, and our druggists have earned a wide and honorable reputation through the excellence of the goods they supply as well as through the agency of certain "specialties" which are put up in Suffolk. Besides Drugs, Paints and Oils, our wholesale houses carry full lines of Window Glass, Perfumery, Spices, Seeds, Patent Medicines, Fancy and Toilet Articles, and numerous other goods not strictly akin to Pharmacy, to-wit: Tobacco, Cigars, Cigarettes, Books, Stationery, Doors, Sash, Blinds, Cement, Hardware, etc. Our principal wholesale drug trade is carried on with South-Eastern Virginia and North Carolina, while other and more distant States have been made familiar with Suffolk's enterprise in this line.

HAY, GRAIN, LIME, COAL AND ICE.

The central position occupied by Suffolk, with her unsurpassed transportation facilities by land and water, renders her an important depot and distributing point for the commodities embraced by the above rather comprehensive heading. We are in direct railroad communication not only with the rich agricultural counties of Virginia and North Carolina, but also with the famous coal-fields of this and the adjoining States, which insures to us a cheap and abundant supply of "the fruits of the earth"—above and below ground. The oysters of Nansemond River furnish large quantities of shells which are here burnt and converted into agricultural lime. Ice also is imported from the famous rivers of Maine in large quantities and re-shipped to points along the lines of the railroads centring at Suffolk. In addition to the articles above enumerated, our dealers handle plaster, cement and other builders' materials, besides straw, oats, mill feed, etc. These trades, separate and combined, are in the hands of experienced and trustworthy firms, with plenty of capital to conduct and expand their business according to the opportunities legitimately offered.

BOOKS, STATIONERY, PIANOS, &c.

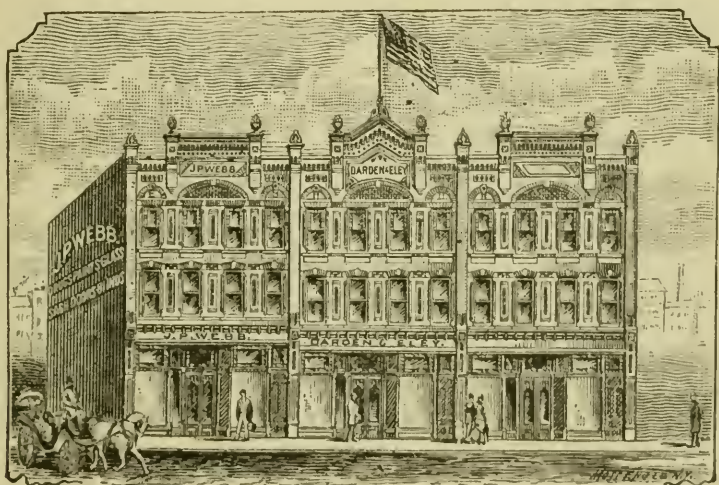
This important and comprehensive business is here controlled by competent and enterprising gentlemen, fully qualified to conduct it upon principles commensurate with its inherent dignity. In our Book and Stationery Stores, besides a well selected assortment of standard literature, School Books, Blank Books, Plain and Fancy Paper and such other articles as are in every-day use by cultivated people, are also to be found a

choice variety of Paintings, Engravings, Photographs, Artists' Supplies, Sheet Music, and a host of other commodities which may be grouped under the term "fancy." A Circulating Library, well supplied with selected works by the best authors, has recently been established, and will doubtless prove a source of much amusement and instruction to all classes of our citizens. Combined with the Book and Stationery business, is that of Pianos and Organs, and our dealers can furnish instruments from the most famous factories in the country on exceptionally favorable terms.

MISCELLANEOUS TRADES AND PROFESSIONS.

In the preceding pages special attention has been directed, under distinctive headings, to the leading branches of trade and industry engaged in by the manufacturing and mercantile classes of Suffolk, and it must be admitted that not only does the present condition of her affairs make a most creditable showing, but also that her existing advantages are in a fair way to become considerably augmented and that her future is rich in promises of continually increasing prosperity—promises which will certainly be redeemed, provided the people remain faithful to themselves and to their traditions. In addition to the more prominent subjects already reviewed, there are others, too numerous for separate classification, and yet too productive of good in their combined influence upon the community to justify their being passed by without mention. The builders and contractors of the Town have erected, on all sides, handsome monuments to their skill; the windows and show-cases of our jewelers present a most attractive display of watches,

clocks, gold and silverware, and such other articles as pertain to their special department of trade; such goods as china and glassware are to be found in great variety and at as low prices as in the Northern cities; the photographic artists turn out first-class work in all styles; while the representatives of all other trades not specially referred to, contribute, each in his particular sphere, their quota towards the general prosperity of the Town.



NEW STORE OF DARDEN & ELEY AND JOSEPH P. WEBB.

The professional men, too—lawyers, doctors and dentists—present an array of talent which any community might well be proud of, and exercise in a conspicuous degree, that influence for good which their superior attainments have placed at their command. In short, for a Town of its size and population there cannot be found one anywhere in which the people are more alive to their own highest interests, and in which the

necessaries, comforts and luxuries of life, in all conceivable forms, are more easily obtainable than they are in Suffolk, and no other Town offers greater inducements to honest capital and honest labor.

SUMMARY.

The scenery around Suffolk is naturally tame and unromantic, but its deficiencies in grandeur are more than atoned for by the unmistakable evidences of thrift and industry, energy and enterprise, which meet the eye on all sides, as it wanders over the rich and highly cultivated farms with their fertile fields, fruitful vineyards, teeming orchards and comfortable homesteads.

The people of Suffolk are essentially "go-ahead." Their sense of local pride prompts them to emulate, in theory and practice, the best qualities of larger populations. Their residences are the perfection of neatness and refined taste, while many of their principal streets are gracefully arched by ornamental shade trees. The circumjacent country is rich, and the farmers live well and spend their money freely. As a natural consequence the merchants keep full lines of goods according to the nature of their respective trades, and all kinds of merchandise may be purchased here on as good terms as in Richmond or Baltimore.

The total bonded debt of Suffolk amounts to \$7,000, which is perhaps as small as that of any town in the South with a population of three thousand. The taxes also are unusually low, being 71 cents per \$100, divided as follows: for general municipal purposes, 55 cents; poor rate, 10 cents; public schools, 6 cents; total, 71 cents. The questions of public

debt and taxation are of peculiar importance to persons meditating a change of residence and on the look-out for a locality which combines comparative exemption from compulsory assessment with other material advantages, and to readers of this class the above information is specially commended.

It would be easy to extend the catalogue of Suffolk's attractions indefinitely, and still not tell the half; but the design



SUFFOLK STATION OF THE SEABOARD & ROANOKE RAILROAD.

of this little SKETCH BOOK is to interest, not weary, the reader, and if this result be attained, the foregoing narrative will not have been written in vain. Should it fall into the hands of any seeker after a home possessing such undeniable advantages as Suffolk offers, and its perusal should tempt him to investigate its accuracy in person, he may rely upon a cordial Virginia welcome at the hands of all classes of this hospitable community.

THE MUNICIPAL GOVERNMENT—JUNE, 1886.

Mayor—E. E. Holland. Office on Bank Street, next to the Armory.

Treasurer—J. M. Caulk.

Sergeant—R. R. Smith.

Commissioner of the Revenue—E. B. Britt.

Overseer of the Poor—J. F. Lotzia.

Street Commissioner—E. Tatterson.

Clerk of the Market—J. R. McGuire.

TOWN COUNCIL.

President—WILBUR J. KILBY.

Clerk—DR. WM. W. MURRAY.

Councilmen—H. T. Artman, James R. Baker, R. L. Brewer, R. H. Brinkley, J. B. Pinner.

The Council meets on the first Friday night in each month.

COUNTY OFFICERS.

Sheriff—John L. Fulgham.

Treasurer—H. E. Smith.

Commissioners of Revenue—F. W. Hunter and J. T. Johnson.

Supt. of Public Schools—V. S. Kilby.

Commissioner of Accounts—C. H. Causey.

Surveyor—B. P. Baker.

THE COURTS.

THE CIRCUIT COURT for the First Circuit meets at Suffolk on April 10th and October 10th.

Judge—Hon. George Blow, Jr.

Clerk—Peter B. Prentis.

Commonwealth's Attorney—C. H. Causey.

THE COUNTY COURT for the County of Nansemond meets at Suffolk on the second Monday in each month.

Judge—Hon. Wilbur J. Kilby.

Clerk—Peter B. Prentis.

Commonwealth's Attorney—C. H. Causey.

THE MAYORS OF SUFFOLK.

Prior to 1852, the Town had been governed, since its incorporation, by a Board of Trustees. In the year above named, Richard L. Brewer was elected First Mayor of Suffolk, and re-elected in 1854. He served as Chief Magistrate of the Municipality for four years, and was succeeded in 1856 by Thomas S. Shepherd, who filled the office for two years. In 1858 John G. Pinner was elected, and served till July 1st, 1860, when the government of the Town was assumed by Benjamin Riddick, who continued in office during the four years of the Civil War. After the cessation of hostilities, and while "reconstruction" was the order of the day, there was no organized Town Government until July 1st, 1871, when C. W. Lassiter was elected to the mayoralty and served one year. Thomas G. Elam served from July 1st, 1872, to July 1st, 1873; John R. Copeland, from July 1st, 1873, to July 1st, 1874, and

Nathaniel Riddick from July 1st, 1874, to July 1st, 1875, at which date Benjamin Riddick—the “War Mayor”—was again elected and filled the office continuously for eight years. He was succeeded on July 1st, 1883, by Robert R. Prentis, who served for two years, being followed on July 1st, 1885, by E. E. Holland, the present incumbent.

GUIDE TO THE CHURCHES.

PROTESTANT EPISCOPAL.

St. Paul's: Rev. Douglas Hooff, Rector. Services: First and Third Sundays of each month at 11 A. M., Second and Fourth Sundays at 8 P. M., and every Wednesday at 8 P. M. Sunday School every Sunday at 9 A. M.

METHODIST EPISCOPAL.

Main Street Church: Rev. J. F. Twitty, Pastor. Services: Every Sunday at 11 A. M. and 8 P. M., and every Wednesday at 8 P. M. Sunday School every Sunday at 9 A. M.

CHRISTIAN.

Main Street Church: Rev. W. W. Staley, Pastor. Services: Every Sunday at 11 A. M. and 8 P. M., and every Wednesday at 8 P. M. Sunday School every Sunday at 9 A. M.

PRESBYTERIAN.

Bank Street Church: No regular Pastor. Young Men's Union Prayer Meeting every Sunday afternoon at 4 o'clock, to which the public are invited.

BAPTIST.

Main Street Church: Rev. Samuel Saunders, Pastor. Services: Every Sunday, except the second Sunday of each month, at 11 A. M. and 8 P. M., and every Wednesday at 8 P. M. Sunday School every Sunday at 9 A. M.

Y. M. C. A.

Room's in Smith's Block, corner East Washington and Riddick Streets.

Officers: *President*,* W. E. Hines; *Vice-Presidents*, R. H. Morgan, John H. Wright, Joseph P. Webb, John Monell, Dr. W. W. Murray; *Secretary*, Dr. A. W. Eley; *Treasurer*, A. A. Riddick.

MILITARY ORGANIZATION.

 THE SUFFOLK GREYS.

Captain, George T. Parker,	First Lieut., B. F. Cutchin,
Second Lieut., J. F. Lotzia,	
Orderly Sergeant, W. L. Daughtrey,	
Q. M. " C. Jones.	
3rd " C. W. Wright,	
4th " Hersey Woodward,	
5th " Burwell Riddick.	
6th " E. Tatterson.	
1st Corporal, Jesse Harrell.	
2d " J. C. Smith.	
3d " James Walters,	
4th " Benj. Dumville,	

Drill every Friday night at their Armory on Bank street. Business meeting every second Friday night, and street drill every fourth Friday.

SECRET AND BENEVOLENT ORDERS.

A., F. AND A. MASONS.

Right Worshipful John F. Lotzia, District Deputy Granp Master.

Suffolk Lodge, No. 30:—Meets on the fourth Monday night in each month. Dr. A. W. Eley, Master; Benjamin Riddick, Secretary.

Mount Nebo Royal Arch Chapter:—Meets on the second Tuesday night in each month. James R. Baker, High Priest; E. B. Britt, Secretary.

KNIGHTS OF PYTHIAS.

Welcome Lodge, No. 50:—Meets every Thursday night. Wm. H. Jones, Jr., Chancellor Commander; E. B. Britt, Keeper of Records and Seals,

KNIGHTS OF HONOR.

Nansemond Lodge, No. 2090:—Meets on the second and fourth Tuesday nights in each month. John H. Wright, Dictator; Benjamin Dumville, Reporter.

AMERICAN LEGION OF HONOR.

Ruth Council, No. 456:—Meets on the first and third Tuesday nights in each month. Dr. E. D. Phillips, Commander; E. B. Britt, Secretary.

FRIENDS OF TEMPERANCE.

Suffolk Council, No. 8;—Meets every Monday night, R. L. Brewer, Jr., President; Lee Britt, Secretary.

SOCIAL ORGANIZATIONS.

THE SUFFOLK PHILHARMONIC ASSOCIATION.

This organization, not yet a year old, has already attracted a good deal of notice among the music-loving people of this section, by reason of the fine individual and collective talent it possesses, and the excellent state of cultivation and training attained by its members in so brief a period. This latter quality is due chiefly to the skill, zeal and perseverance of its able founder and conductor, Professor George W. Scott, Teacher of Vocal Music at the Suffolk Female Institute, himself a vocalist of high merit and well known to Virginian audiences. Professor Scott's "specialty"—if the term be admissible—consists in organizing and conducting choruses, and it is therefore not to be wondered at that the Philharmonic Chorus, which numbers about fifty voices, should have achieved marked success under his direction. At the recent Music Festival of Virginia and North Carolina, held at Petersburg, the Suffolk chorus made its first public appearance away from home, and secured the warm approval of the assembled critics. The officers of the Association are: James R. Baker, President; Capt. John H. Wright, Vice-President; Lee Britt, Secretary; Millard Pinner, Treasurer, George W. Scott, Conductor and Chairman of Committee on Music.

THE SUFFOLK GYMNASIUM.

The object of this organization, as its name implies, is to afford pleasant recreation and healthy exercise to its members—active and honorary—and their friends. Its officers are: E. A. Thomas, President; H. E. Elam, Secretary; J. H. Butler, Treasurer. A year ago the Gymnasium organized a brass band of thirteen instruments from among its members, which promises to attain considerable proficiency after a little more practice. Professor J. D. Daughtrey is the instructor of the band, and E. A. Thomas its leader.

THE SUFFOLK STRING BAND

is another musical society from which much sweet melody is expected in the future. It has only very recently been formed under the instruction of Prof. J. D. Daughtrey, the leading bow being wielded by Mr. W. J. Wright.

BIOGRAPHICAL MEMORANDA.

The following brief sketches are published without the least reference to any personal benefit or gratification they may confer. Their subjects have been selected by the author, (after consultation with several of those older residents of Suffolk who, in his judgment, were the most likely to be well-informed,) as among those who have been conspicuously instrumental in advancing the social, moral and commercial welfare of the Town, and whose names are therefore justly entitled to be identified with its history.

[ALPHABETICALLY ARRANGED.]

James R. Baker is a native of Nansemond County. He came to Suffolk in 1870, and has resided here ever since. His first experience in business was gained in the store of B. F. Cutchin & Co., where he served as clerk for three years. His next situation was with Hines & Lotzia, with whom he remained till January 1st, 1874, when he began business on his own account, in partnership with Joseph Boothe, President of the Farmers' Bank, under the firm name of Boothe & Baker. This partnership was dissolved in 1880 by the death of Mr. Boothe. Mr. Baker purchased his late partner's interest, and has from that time remained alone. His business is that of wholesale and retail dealer in dry goods, notions, &c., and his success has been almost phenomenal. A year ago his store and stock were destroyed by the great fire, which swept away the business centre of the Town. Mr. Baker, with characteristic enterprise, was one of the first to rebuild, and his present magnificent store would not disgrace Baltimore or Philadelphia. He carries a stock valued at \$40,000 to \$50,000, and his trade extends 50 miles from the Town in all directions. He is a liberal, active and practical man of business, and has done much in various ways to promote the interests of the Town. Mr. Baker is a director of the Farmers' Bank.

Captain John C. Cohoon was born in Nansemond County, near Suffolk, in 1789, and, like his father, General John C. Cohoon, was, during a long and useful life, closely identified with the public interests of the County and State. In 1810, before he had attained his majority, Captain Cohoon was elected to represent Nansemond County in the General Assembly of Virginia, and served in this capacity for several terms. He was distinguished throughout this part of the country as a courtly, honorable and hospitable representative of Virginia's ancient aristocracy, and was highly esteemed by all classes of the community. For many years he was a

Magistrate and Presiding Justice of this district—a position which he filled with dignity and uprightness till the time of his death, which occurred in August, 1863, at the age of 74 years.

Col. John R. Copeland was born in this County on November 11th, 1811, and throughout his long life has been identified with the public interests of Nansemond and Suffolk. For over thirty years he filled the offices of Justice of the Peace and Overseer of the Poor. During the Civil War he was Colonel of the 59th Regiment, Virginia Militia, and Captain of a volunteer company of riflemen. In 1870 he was appointed Cashier of the Farmers' Bank of Nansemond, of which he is now the President, having been elected to that position in 1884. Col. Copeland has always been regarded as one of Suffolk's most prominent and public-spirited citizens, and has done much to further the prosperity of the Town.

Henry D. Cowper and Capt. G. W. Singleton. These two gentlemen are mentioned conjointly for the reason that their claims to be regarded as the founders and pioneers of the Suffolk Oyster Packing Trade, which has of late years assumed such imposing proportions, are nearly equal. In 1860, Mr. Cowper, who was the Agent at this point of the Seaboard & Roanoke Railroad, had just conceived the idea of opening oysters in large quantities for shipment to distant markets, and had already begun experimental operations, when the War broke out and put a stop to this and all other kindred industries. In 1866 he returned to the charge, with equal faith but diminished capital, in conjunction with Captain Singleton, and had succeeded in building up a considerable trade, in spite of impaired health, when death overtook him in 1872. Captain Singleton continued the business with increasing success, and was the first man to ship oysters beyond the boundaries of Virginia. In 1880 he admitted W. N. McAnge to partnership, and sold out his interest in 1884, immediately before his death, to the last named gentleman, who now repre-

sents one of the largest and most important industries conducted in Suffolk.

John Richardson Kilby was a native of Hanover County, Va., where he was born on the last day of the year 1819. At the age of 14, having in the meantime removed to this County, he obtained a position as assistant in the County Clerk's Office, and a few years later was appointed Deputy Sheriff. In 1845 he began the practice of law, which he pursued with distinction until the date of his death, December 5th, 1878, having been assisted, during his later years, by his son and partner, Wilbur J. Kilby, now County Court Judge for Nansemond County. Mr. Kilby represented the County in the General Assembly of Virginia of 1851-'52 and '53, and served as an Elector of the State. He was also a member of the State Convention of 1861 which passed the Ordinance of Secession, and was entrusted with the discharge of various other public duties which earned for him an honorable eminence not only in Tidewater Virginia but also beyond the limits of his native State. For some years he was President of the Board of Trustees of the Wesleyan Female College at Murfreesboro, North Carolina. Several members of his family still reside in Suffolk.

John Franklin Pinner was born in May, 1816, in this County and removed to Suffolk in 1837. Prior to the War he followed the mercantile business, and at its conclusion turned his attention to Real Estate, in which he has been a prominent and successful dealer. He has been the means of inducing many settlers to come here by providing them with attractive homes. New Town was entirely opened by Mr. Pinner, after whom Franklin and Pinner Streets were named. Many of our best and most useful citizens are now located upon lots which were formerly Mr. Pinner's property. He still owns a good deal of land in and around Suffolk, and is continually making improvements. He has always been energetic and

public-spirited, and his name is closely identified with the growth and prosperity of the Town.

Peter Bowdoin Prentis was born in Suffolk on the 5th of April, 1820, and is the oldest native resident of the Town. In 1851, he succeeded his father, Joseph Prentis (the Second) as Clerk of the Circuit and County Courts, which position he has filled almost continuously to the present time, except from 1873 to 1875, when he served as Judge of the County Court. Judge Prentis is grandson of the Joseph Prentis who was Speaker of the House of Delegates after the Revolutionary War and Judge of the Courts of Virginia. The representatives of three successive generations have thus rendered distinguished public service, and the name has been associated, since the first decade of this century, with the moral and material advancement of Suffolk.

John Everard Purdie. This gentleman, although neither a native of Suffolk nor a resident of the Town for any very long period, is, nevertheless, Suffolk's "oldest inhabitant," from the standpoint of "the multitude of years," having been born at Smithfield, in the adjoining County of Isle of Wight, in September, 1802, and having therefore almost completed his 84th year. In former days Mr. Purdie was a ship-owner and carried on a considerable trade between the West Indies and Philadelphia. For many years he has been associated with the Town and community, having married a Suffolk lady, but he has only made this his permanent abode within the last decade. He is still young, hale and hearty, and supplies, in his own person, incontrovertible testimony to the wonderful salubriousness of this favored climate.

Benjamin Riddick was born in this County in September, 1810, and in 1822 came with his parents to Suffolk, which has been his home continuously ever since that date. The oldest surviving native resident, Judge Peter B. Prentis, was still a helpless infant when young Riddick, a strapping boy

of 12, first made his appearance here. Since his maturity Mr. Riddick's life has been spent, almost without intermission, in the public service. Beginning as an assistant in the Clerk's Office, he rose, step by step, in the esteem and confidence of his fellow citizens and has at various times filled the offices of Sheriff of the County, Clerk of the Circuit and County Courts, County Treasurer, Magistrate, Commissioner of the Revenue and Mayor of Suffolk, which latter position he held during the war and for eight years subsequently. He it was who surrendered the Town to Col Dodge's New York Cavalry on May 12th, 1862, when the latter rode in unopposed after the evacuation of the district by the Confederate troops. By his moderation and judicious demeanor towards the invaders, Mayor Riddick secured for the citizens immunity from many of the sterner restrictions to which they would otherwise have been subjected, and protected them from many a cruel hardship. One instance of the confidence reposed in him by the Federal commanders may be cited. Col. George Stone was left here with a strong guard to protect the negroes, and the Mayor was simultaneously appointed by the Court on behalf of the citizens. The two acted in concert, and Mr. Riddick's honorable conduct so impressed his coadjutor, that the latter left the Town after placing his men, and the interests they were there to protect, under the Mayor's absolute authority. It is needless to say that this mark of confidence was faithfully respected. Mr. Riddick is still a Magistrate, and devotes much of his spare time to the reclamation and beautifying of Cedar Hill Cemetery.

Col. Thomas W. Smith is a native of Nansemond County, and moved to Suffolk when still a youth. He engaged in the mercantile business, first as a clerk and afterwards as a principal, until Virginia joined the secession movement in 1861. He served in the Confederate States Army during the entire period of hostilities, and was thrice wounded. After General

Lee's surrender, Col. Smith returned to Suffolk and resumed his former business, which he continued till 1882. Since that time he has been an extensive dealer in peanuts and other produce, and in real estate. He has erected several stores and residences in different parts of the Town, including dwelling houses for the operatives of the Suffolk Manufacturing Company's Cotton Mill, of which he is the superintendent and a stock holder. He now holds a commission as Lieut-Colonel of the 4th Virginia Infantry (Volunteers.)

Rev. William Brock Wellons, D. D., was born in Sussex County, Va., November 9th, 1821. In 1845, at the age of 24, was received as a licentiate in the Eastern Virginia Christian Conference and authorized to preach the Gospel. A year later he became an Elder, and was from that day the acknowledged leader of his Church. In 1850 he came to Suffolk, where he settled and spent the remainder of his active and useful life. An accomplished scholar and Christian gentleman, he soon exercised a powerful influence of good upon the community. He was the founder and editor of the *Christian Sun*, which was published in Suffolk from 1855 till 1882, when it was transferred to Raleigh, N. C., where it still flourishes. He also established the Suffolk Collegiate Institute, which still lives and prospers. He was also the pastor of the Suffolk Christian Church and of Bethlehem Church at the time of his death, which occurred here on February 16th, 1877. He was a warm and consistent champion of the Temperance cause, as of every other movement calculated to promote the public welfare and elevate the public morals. He was beloved and respected by all classes, and a beautiful marble shaft, "Erected by his many friends," marks the resting place of his mortal remains in Willow Hill Cemetery, Suffolk.

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